

# ATLANTIC FISHERMAN

VOL. XIX

Registered U. S. Patent Office  
MARCH, 1938

NO. 2



Globe Photo

## AND ROPE MUST BE BALANCED, TOO!

The twist in the yarns and the twist in the strands of Columbian Rope balance perfectly to produce a non-kinking rope. But this is not the only balance. The proper lubrication so necessary to long service is correctly balanced with the proper degree of water-proofing. The result is that wet or dry, hot or cold, Columbian stands up, stays flexible and easy to handle.

**COLUMBIAN ROPE COMPANY**  
362-90 Genesee Street, Auburn, "The Cordage City," N. Y.

**COLUMBIAN**  
TAPE MARKED, PURE MANILA ROPE

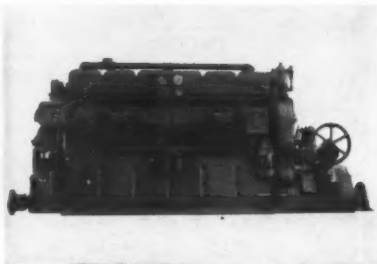
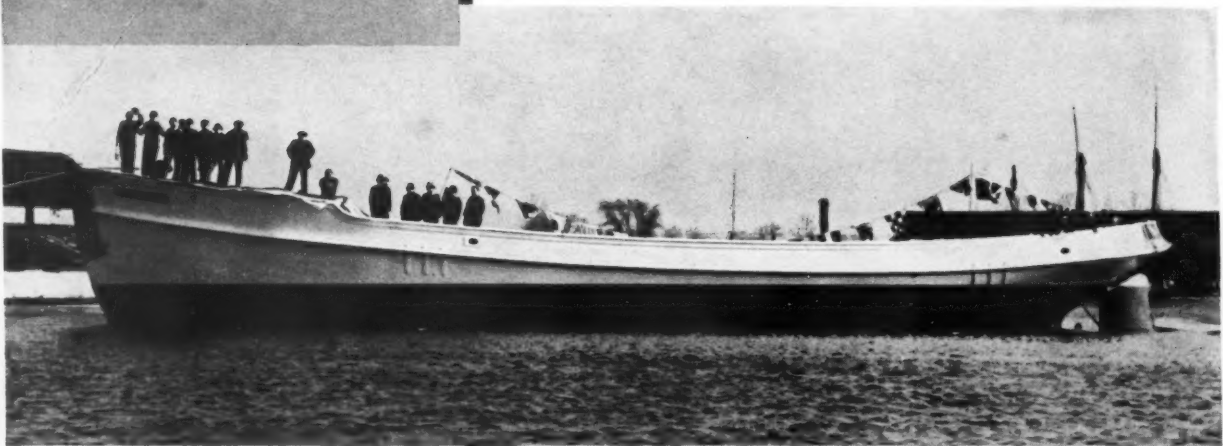
RED  
WHITE  
BLUE

**QUALITY**  
*Controlled*  
every step of the way

Boston Office and Warehouse

38 Commercial Wharf

**More Trips!**  
**More Fish!**  
**More *Profits!***



Designed by Thomas D. Bowes and launched February 10, 1938, the "Chanco" is 97½ ft. overall and powered by a Type GN, 6-cylinder, direct-reversing Diesel engine with sailing clutch, rated 260 hp. at 350 rpm.

That's exactly what W. T. Ashe made sure of when he powered the new trawler "Chanco" with a Cooper-Bessemer Diesel! His "Pauline Boland" had proved that Cooper-Bessemer engines are profit-makers . . . that more trips and lowered engine operating costs mean profitable fishing. The "Chanco" will soon be trawling in the Chesapeake Bay area, with power to spare, fine maneuverability, and trustworthy, economical engines.

Are your boats powered for today's keen competition? Can they bring the haul home swiftly, safely and economically? If you have any doubts about it . . . any questions about modern, profit-making marine-power . . . get in touch with your nearest Cooper-Bessemer representative.

**The Cooper-Bessemer  
Corporation**

Mt. Vernon, Ohio—PLANTS—Grove City, Penna.

25 W. 43rd St.	Mills Building	Hoffar's Limited	49 Duncan Street
New York City	Washington, D.C.	Vancouver, B.C.	Gloucester, Mass.
Esperson Building	640 E. 61st Street	The Pacific Marine Supply Co.	
Houston, Texas	Los Angeles, Calif.	Seattle, Washington	



## Purse seiner "City of Monterey" picks a sea-going battery . . . an Exide

Sardine purse seiner "City of Monterey," owned by Horace Balbo. Built by Anderson & Cristofani at San Francisco in 1937, and equipped with a 32-volt Exide Marine Battery.

**T**HE sure way to keep battery worries off your mind is — install an Exide. Experienced owners, skippers and shipyards know it. They know what battery troubles can mean, and they know the way an Exide-equipped craft steers clear of battery trouble.

It is natural that Exide Marine Batteries should give you dependable service. They are of *genuine marine type and quality*, built for sea-service under the toughest conditions afloat. Exide Batteries have proved their worth, their dependability and long-lasting economy, in ships of every size and type, winter and summer, for more than thirty years.

The Exide line includes 6 and 12 volt Exides for small boats, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for larger craft. You'll save and play safe with an Exide. Why not write us today?



THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

*The World's Largest Manufacturers of Storage Batteries for Every Purpose*

Exide Batteries of Canada, Limited, Toronto





Our artist's idea of a  
New England Conscience

## a propeller built with a New England Conscience

Maine is the home of HYDE Propellers. Here thousands of fishermen ply their trade upon the open sea. Sturdy tugs with barges in tow are common sights on her winding rivers. On countless lakes and ponds power craft of all description speed about at work and play. Maine is a land of water . . . water where all conditions are encountered. We know how to meet these conditions; how to build propellers for service on all types of craft from the speedy runabout to the heavy tug. We use that knowledge to give you HYDE wheels that are safe, efficient and fast. Boatmen on every waterfront, near and far, appreciate the integrity built into HYDE Propellers.

**HYDE WINDLASS COMPANY, Bath, Maine**  
Member of Marine Propeller Manufacturers Ass'n.

## HYDE PROPELLERS

Send for this free booklet "Propeller Efficiency." It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.



Dealers everywhere carry ample stocks

## TANGLEFIN NETTING



*catches more fish*

**LINEN AND COTTON GILL NETTING  
SEINE-POUND AND TRAP NETTING**

Manufactured by

**LUDLOW MANUFACTURING & SALES CO.**

**National Net & Twine Division**

211 Congress Street  
Boston, Mass.

Branches at

**GLOUCESTER, MASSACHUSETTS**  
375 Main Street

**MILWAUKEE, WISCONSIN**  
931 North Water St.

**A. H. BREBNER & SON**  
425 State Street  
ERIE, PENNSYLVANIA

Agents

**J. S. JOHNSON CO.**  
33 S. Charles St.  
Baltimore, Maryland

**BYRUM HARDWARE CO.**  
Edenton, N. C.

**BAIRD HARDWARE CO.**  
Gainesville, Florida





Photo by Anton Bruhl

# Purpose

At the Plymouth Cordage Company's plant there is no "run-of-mill" rope. In the mind of each Plymouth ropemaker, every coil of Plymouth Ship Brand Manila Rope is a special job. These skilled workers know the specific purpose for which each type of rope is made, and the user's requirements in safety, strength and durability guide every step in making the "Rope you can Trust".

Hauling the strands is now performed under constant supervision—by the machine pictured here. Drawn from bobbins,

uniform high quality yarns are spiralled into a smooth round strand, while the capstan of the machine maintains constant the degree of twist put into the strand.

Machines aid in the constant control of quality in making Plymouth Manila Rope, but more important are the men in charge. To their work they bring knowledge and one unremitting purpose—to make rope on which the fishing industry can depend for safety and long economical service.

## PLYMOUTH CORDAGE COMPANY

NORTH PLYMOUTH, MASSACHUSETTS, AND WELLAND, CANADA

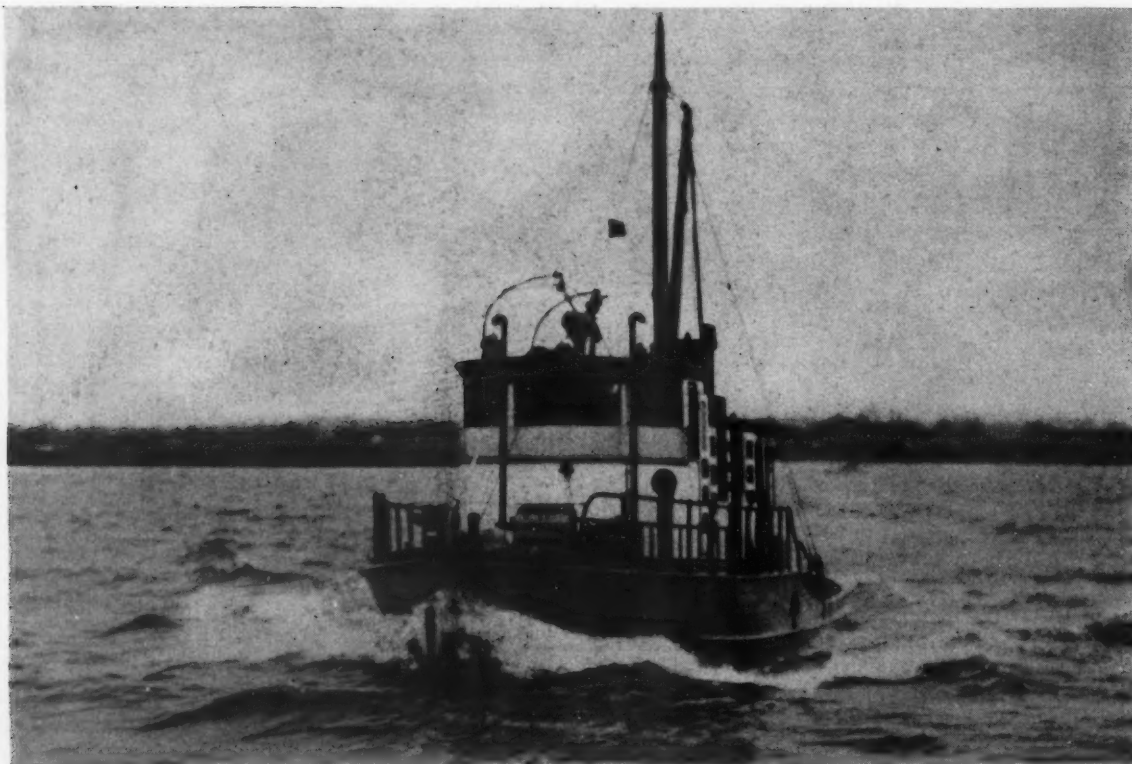
Sales Branches: New York, Boston, Baltimore, Philadelphia, Chicago, Cleveland, New Orleans, San Francisco



# PLYMOUTH

*The Rope you can Trust*





**Normad** 81' oil delivery boat of the Atlantic Transportation Company, Rockland, Maine, powered by two 100 H. P. Superior Diesel Engines with 3:1 reduction gear.

Concrete proof of Superior's dependability will be found in NORMAD'S unbroken record of scheduled deliveries between Portland and Rockland, Maine.

Typical of the Mail Coach of old with its slogan, "The Mail Must Go Thru", NORMAD meets her difficult schedule along this rugged coast with the regularity of a Hudson River Ferry Boat.

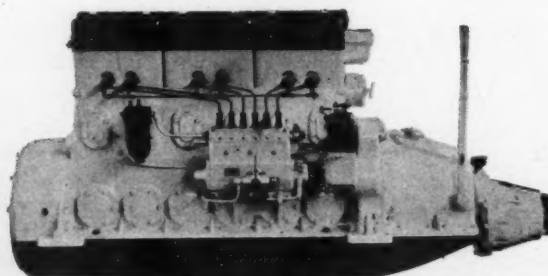
With a top speed of 13 MPH she further illustrates the amazing efficiency of the Superior high speed Diesel Engines, driving large propellers thru a reduction gear.

From coast to coast, Superior Diesels are being installed in increasing numbers in Tankers and Barges for both propulsion and pump-off equipment.

**Superior**

**DIESELS**

<p><b>HEAVY DUTY MODELS:</b></p> <p>50 to 810 H.P., 250 to 720 R. P. M.</p>	<p><b>HIGH SPEED MODELS:</b></p> <p>15 to 150 H.P., 900 to 1800 R. P. M.</p>
---------------------------------------------------------------------------------	----------------------------------------------------------------------------------



**MODEL MRA-6**  
With 3:1 Reduction Gear

**THE NATIONAL SUPPLY COMPANY • SUPERIOR ENGINE DIVISION**

FACTORIES: Springfield, Ohio; Philadelphia, Pa. • SALES OFFICES: Springfield, Ohio; Philadelphia, Pa.; New York, N. Y.; Los Angeles, Calif.; Houston, Texas.

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

P. G. LAMSON, *Publisher and Editor*

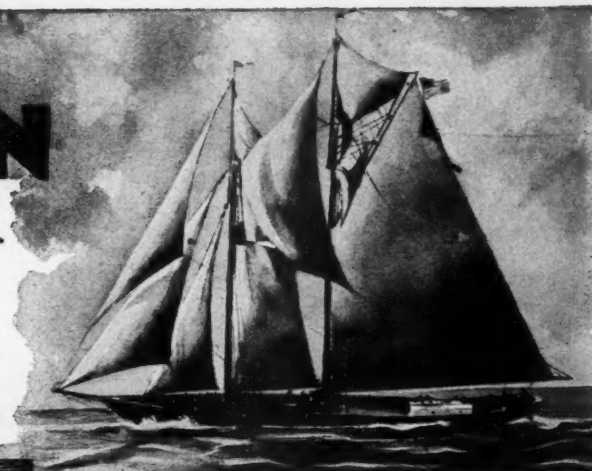
GARDNER LAMSON, *Field Editor*

10 cents a copy \$1.00 a year

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.



Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XIX

MARCH, 1938

NO. 2

## The Seafood Industry Needs More Promotion

**M**ORE promotion is a recognized necessity in solving the major problem of the fishing industry—increased consumption and wider distribution.

The Middle Atlantic Fisheries Association has formulated a plan of reorganization for the Middle Atlantic fishing industry, and proposed a cooperative marketing plan which is described elsewhere in this issue.

The following are a few examples of cooperative activities in other lines.

California fruit growers, a pioneer in this type of activity, will spend over \$1,300,000 during 1938, which amount represents 1.12% of the delivered value of the fruit shipped out of that state.

The canned salmon industry has, perhaps, done one of the really outstanding jobs of merchandising and consumer education in recent years. Their efforts have been so successful that in 1938, per case levy has been increased from five to ten cents.

The Brazil nut advertising fund, which is a seasonal activity, places a levy of twenty cents on each hundred pounds of nuts—which makes a fund of \$60,000 available for promotion and advertising during the holiday season.

The National Association of Ice Industries in 1936 appropriated and spent \$425,000. During 1937 the association spent \$600,000. The association appropriation for 1938 is \$750,000, and it is estimated the expenditures both of the association and dealers will reach approximately \$3,000,000.

After three years of serious consideration, potato growers of the State of Maine have projected their association efforts into advertising and consumer education. From December until July, 1938, this association will spend \$170,000 in a broad advertising effort.

Maine lobsters now come claw-marked with the State's official seal, and are being advertised by the State Development Commission.

The West Florida Sea Food Dealers Cooperative Association has appealed to Secretary of Commerce Roper for assistance in increasing the outlets for seafoods. The predicament of the Florida West coast fish business and suggested remedies are reported on another page of this issue.

In Florida the greatest common problem is stated as being the urgent need of adequate systems of distribution. There are too many millions of people throughout the country who never see or have an opportunity to see a fish. Of course, sea-

port cities use a large quantity of fish, but the per capita consumption rapidly lessens as you leave the coast.

It is claimed that the irregular or seasonal production, the lack of cold storage facilities and the high cost of transportation are important factors in arriving at the reasons for the limited market. Another thing is the fact that people do not readily buy a product about which they know nothing. This situation necessitates an advertising and educational program in connection with any serious attempt to materially broaden the market.

Robert H. Cabell, President of Armour & Company, says that when the public stops buying meat because the price has gone too high, it does not immediately raise its meat consumption when the price swings back to normal, but is likely to hold off on its purchases until the price gets so low that the bargain can't be resisted.

Thus one of the principal objects of the current industry campaign aimed at raising meat consumption is to hasten the winning-back process and to prevent meat and livestock prices from falling as far as they might if events were allowed to follow their usual course.

But the meat industry and its current "Eat More Meat" campaign is not a threat to the fishing industry whose problem is one of self-promotion rather than competition.

This is pointed out by E. V. Bertolini, General Manager of the Booth Fisheries Corp., in an interview published in the February 28th issue of *Advertising Age*.

"The fish industry not only has been static over a long period of time," said Mr. Bertolini, "but its nature is such that slight variations in demand and supply may seriously cripple or cut off profits. And the fish industry until comparatively recently has failed to take cues in the presentation of its products from other industries and hence has remained static, with production and demand holding around 1,400,000,000 pounds a year in this country, compared with approximately 10,250,000,000 pounds of meat."

Advertising efforts should be directed not only to the consuming public but also to retail stores and markets, hotels, restaurants, clubs and institutions.

Advertising should be supported by suitable distribution facilities and merchandising assistance.

Not until the present per capita consumption of fishery products in this country, which is estimated to be 13.3 pounds per year, has been doubled, will the need of promotional work be lessened.



# Proposed Cooperative Marketing Plan

## Stanley deJ. Osborne Introduces Plan of Reorganization for the Middle Atlantic Fishing Industry

**A**T the 17th annual banquet of the Middle Atlantic Fisheries Association on Saturday evening, February 19, at the Hotel Edison in New York City, Stanley deJ. Osborne, Vice-President of the Atlantic Coast Fisheries Co., discussed a plan of re-organization for the Middle Atlantic fishing industry, and a proposed co-operative marketing plan which has been set forth by a committee of the industry as follows:

### How the Plan Operates

First, a unification of the varied industrial groups in our area. There are now at least five separate associations being supported by the Middle Atlantic industry. One would think we could afford these luxuries, but the fact of the matter is that each is living a day to day existence because none of them is amply financed. Therefore, it is proposed that, in the future, we have one central association with territorial divisions all of which will be amply financed.

It is recommended that each association preserve its identity, retain its secretary, its charter and its board of directors. However, its expenses will be met on a budget basis by the Middle Atlantic Fisheries Association, out of the charges made on fish, which will be discussed below.

To illustrate, the secretary of the Middle Atlantic Fisheries Association will not be in charge of the secretary of any other association. Each will be responsible to his own board, will work on the problems of his own section of the industry, and by close cooperation with other sections of the industry, beneficial results for all sections will accrue.

The problems of the various branches of the industry are very closely related and we must all rise above the thought that one branch of the industry can prosper while another is going bankrupt. We can prosper only in proportion to the progress that all branches of the industry are able to make. We must prosper together—or all go broke together. Our problem is a common one—it is *fish sold at a profit*.

A unification of all our associations will, by mere propinquity, bring into the open many of the small irritations now existing, which can be evaporated by group thinking and action. Isn't it better to have one good solid organization than a lot on crutches?

### The Consumer Helps

Secondly, we propose to make the consumer help us out of our troubles. New York has the greatest fish eating population in the country and we have the varieties and quantities to give them all the fish they can eat. Gluts are our worst problem, an office boy can sell fish during a scarcity, but the consumer either never knows about, or doesn't get the benefit of these gluts—that's why there are gluts.

### The Tools We Use

How do we propose doing this job? Of course, merchandising is required; merchandising through advertising, sales promotion, and publicity. Merchandising devoted to the movements of our fish—not just fish or Japanese imported crab-meat or other products of the world's fisheries, but our own stock in trade. If we can reduce gluts, up goes the basic price, the industry becomes prosperous; down go our losses and more people eat fish.

In the past many advertising and publicity campaigns have splashed and died, so we are left with a bad taste in our mouths. However, this program will be different in that it will not fall on the shoulders of a few, it will be managed by this industry, and will tell about our own fish.

We believe that one of the strongest arguments in favor of well-organized and closely integrated association activities is to be found in the case histories of those associations whose activities have produced unquestioned results.

### How the Money Is Raised

A fee of 5c per 100 lbs. of fish will be deducted by every distributor from the returns to shippers. To prove to the shipper that this fee has been paid into the Advertising Fund, the distributor will place on the account of purchase or sale, a stamp or stamps in the proper amounts.

The stamps will be sold to the distributors by the Middle Atlantic Fisheries Association in denominations up to \$1.00, for which the distributor will pay 6c for every 5c face value of stamps. This means that for every 100 lbs. of fish the Advertising Fund will get 6c, of which the shipper pays 5c and the distributor 1c or 83 1/3% and 16 2/3% respectively.

### How the Money Is Used

The monies so collected will be spent as follows: The first \$10,000.00 collected will be used to defray the expenses of the various associations. The remaining amount will be used to advertise, publicize, and promote the fisheries in this area.

No more dues will be charged by any association, except special service organizations such as the "Credit Association."

Supervision of all expenditures will be made regularly, and all expense will be budgeted by a committee made up of the *non-salaried* officers of the various associations.

Actual expenditure of the advertising fund will be made by an advertising committee to be elected by the contributing members.

Periodic statements will be sent to all contributors.

Associate members may join the association at a cost of \$75.00 per year.

### How Much Money Can We Raise?

We believe we can raise at least \$40,000.00 a year to do this job. This is not a great deal, but it will mean constant promotion, and cannot help but raise the standards of our industry in a very short time.

Five cents spent on advertising should be the means of giving us a dollar back on a barrel by having greater consumption and more stable prices. Lastly, let us summarize the advantages to be derived from all these moves:—

We will at last have a vigorous association in this area, supported by all, devoted to the interests of all.

### Advantages to the Producer

1. Active representation at the legislative halls in Albany, Trenton, and Washington to protect the commercial fisheries of the Middle Atlantic area against the ever-growing inroads of sports fishing organizations.

Statistics prove that fishing has now become the greatest sport in America; sports fishing organizations are active and on the alert to stake out the ocean and inland waters for sport, while commercial fishermen have but a small voice and are thoroughly apathetic until hit in their own back-yard. A strong association is the only hope of the commercial fisheries to protect their livelihood.

2. An impartial agency located in the greatest market on this continent to protect the producer's interests! How?

There are good wholesalers, brokers, and jobbers, there are fair ones, and there are poor ones in every market. How does the producer know how to tell them apart? By shipping to them and getting no returns, or cut bills, or poor returns. That is the most expensive method in the world of finding out who will handle the goods in the best way. But by becoming an active member of this association, the producer will have a place to go where he can get this data and at the cost of his contributions, he will be able to get specific, accurate information.

(Continued on page 21)

# Increasing the Outlets for Sea Foods

C. G. Meigs, Niceville, Florida, presents a four-point program to Secretary D. C. Roper

**F**OLLOWING are extracts from copy of letter written on February 22 to the Secretary of Commerce, Hon. Daniel C. Roper, by C. G. Meigs, of the Niceville Fish Company, Niceville, Florida, who is President of the West Florida Sea Food Dealers' Co-operative Association.

"Much has been written and said about business in general and most businesses in particular. The farmer has been financed and helped in a number of different ways and almost all forms of industry have received more or less Government aid.

"If the fishing industry could receive even a small percentage of the financial backing that the farmers have had it would not only be self supporting but would be one of the country's most valuable industries.

"The greatest common problem is the urgent need of adequate systems of distribution. In other words there are too many millions of people throughout the country who never see or have an opportunity to see a fish. The biggest markets are naturally located nearest the source of production. For example, when I have a large catch of fish, in order to find a market for them, instead of shipping them to Denver, Salt Lake City, Omaha, or other inland cities, I have to find a market in New Orleans, Mobile, Jacksonville, Washington, New York, or some other seaport. Of course such cities as Atlanta, Birmingham, Montgomery, etc., use a large quantity of fish but the per capita consumption rapidly lessens as you leave the coast.

"The irregularity or seasonal production, the lack of cold storage facilities and the high cost of transportation are important factors in arriving at the reasons for the limited market. Another thing is the fact that people do not readily buy a product that they know nothing about. This necessitates an advertising and educational program in connection with any serious attempt at materially broadening the market. Therefore it is a slow, expensive process to develop a demand for fish in new territory. No one in the industry in this area is able financially to cope with this situation.

"Prior to 1929 the fishing industry in this section was prosperous and we had a market for practically everything that we produced but the depression broke practically every dealer in the business, not only on the coast but the distributors in the inland cities as well. In recent years the scarcity of other employment has caused a greater number of people to have to depend on fishing for a livelihood. The Eastern fishing business did not suffer as greatly as did the South and they have gradually pushed their products into our markets.

"Our season does not begin until about April 1st. By that time the weather is warm and production will have begun all along the coast to Nova Scotia and also on the Great

Lakes. Therefore our market is limited due to transportation costs, etc., to a limited area in the Southeastern States.

"As soon as the season opens the fishermen can catch almost unlimited quantities of bluerunners (hardtails) and they make a salt fish rich in food value but we only have a market for a limited quantity. The market for mackerel and other varieties is much the same way because by the time we begin getting fish the 1st of April the market will already be supplied with mackerel, bluefish, pompano, etc., caught between here and the Miami area, and the production all along the Eastern seaboard.

"The producers of shrimp and other sea foods in this area are in the same boat.

"The most effective way to benefit the industry is to increase the outlet for sea foods. I suggest the following methods of doing this and sincerely urge your help and influence:

(1) Mandatory use by all Government controlled institutions, including Army and Navy, of sea foods on their menu at least twice per week. The supply to be obtained from the source nearest the institution using them.

(2) Repeal of the Federal law which prohibits four of the largest meat packers in the country from handling sea foods. And the Government encouraging these packers to handle sea foods. They already have the only complete system of distribution in the country, including salesmen, trucks and adequate cold storage facilities.

(3) The Federal Surplus Commodity Corporation should handle sea foods on the same basis as they do farm commodities and it should be mandatory that they relieve the fishing industry of surpluses to the same degree that they do farm products.

(4) The Bureau of Fisheries should work in conjunction with the F.S.C.C. by helping to distribute sea foods in areas where there is little or no sea foods used with data as to their food value and their desirability as part of the daily menu.

"The normal catch between March 15th and June 15th will be from three to five million pounds of fish and 300,000 pounds of shrimp produced between St. Marks and Pensacola, Florida; more than we have any market for through the regular channels. Most of these fish would be salted. If the F.S.C.C. would buy these fish and distribute them as suggested above it would not only pull the industry out of the bog but would go a long way toward furnishing a market for future catches.

"The fishing industry does not want direct relief. If the Government will help to furnish a market the fisherman will pay his own freight and furnish employment for all who are qualified."



The Dejean Packing Co., Biloxi, Miss., of which Elmer Williams is Pres. and Gen. Mgr. The Company packs shrimp and oysters and operates a large fleet of vessels. At right is the "Cal Williams" of the Dejean fleet. Cal Williams, for whom the boat was named, is standing at the extreme right.

# Battery Requirements for Trawlers

H. V. Ingersoll, The Electric Storage Battery Co.,  
Discusses the Variability of the Electrical Load

**W**ITH Diesel power largely replacing steam on the larger beam trawlers, the day is rapidly passing when generator and battery capacities were determined by the lighting load only. Electric power is now being used for all auxiliaries on the vessel, including various water and oil pumps, fish hoists, fans, winches, radio M.G. set, submarine signal M.G. set, and, in many recent cases, for electrical refrigeration in fishhold and galley.

Practically all of these motor loads are intermittent and some are of considerable size depending, of course, on the type of boat and the service it is in. None, or all of them, may be in operation at any moment; therefore, when combined, will make up a widely varying total load on the ship's bus.

It is possible to equip the boat with sufficient generating capacity, either main shaft-driven, auxiliary engine-driven, or both, to meet the demand of this electrical load which might vary from a few lights to a maximum of all lights and motor load applied simultaneously. But such a system would, however, be as lacking in economy and safety as a water distribution system without a reservoir.

In the electrical system of the boat the storage battery serves as a reservoir of electric energy. It permits the use of smaller sized generators at efficient loading and provides an effective reservoir of electric energy to draw upon for intermittent overloads, or for the entire load when the generators are shut down, either intentionally at times of light load or because of mechanical trouble.

It is for this type of service particularly that the Exide Marine Floating Battery System has its best application. During fishing operations, when the shaft-driven generator is operating intermittently, and the auxiliary generator is on the bus, it is never necessary to throw switches to transfer the excess load from generator to battery or vice versa. All electrical equipment is connected to one main bus across which the storage battery is always connected, or "floated," thus making electrical energy available at all times.

This system, which has been used extensively for many years, and more particularly during the past 10 years, was introduced by engineers of The Electric Storage Battery Co.

Until this system was introduced the operation of storage batteries in Marine service required manual switching arrangements from "charge" to "discharge." For example, to provide the correct voltage on a 115 volt system, it was customary to use 60 cells of the lead-acid type of storage battery connected

in series which, depending upon its state of charge, would give a voltage of 120 volts or less. When the battery had become discharged it was necessary to operate switches so that the 60 cells were connected in two groups in parallel of 30 cells each, which could then be charged by the generator. When the charge was completed, or if at any time the generators were shut down, it became necessary again to manually operate switches so that the 60 cells were again connected in series, before the battery could carry any load. Because of the fact that the battery had to be charged in two groups, rather than in one complete group, it could not change from charge to discharge automatically in response to changes in load demand.

The Exide Marine Floating Battery System changed and simplified this entire arrangement, by providing a solid connection of the battery to the main bus where it is always available for power supply.

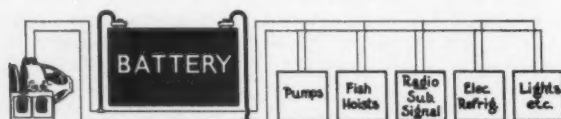
The standard installation consists of 56 cells, instead of 60, connected in series at all times across the main bus to which are also connected the generators when in operation. The generator voltage is then maintained at a point normally about 125 volts, the exact value being dependent upon the conditions of each particular installation. The voltage on discharge of the 56-cell battery is of course less than that of a 60-cell battery, but it has proved to be entirely satisfactory.

If the load is heavy, it is divided between the generator and the battery. Thus, the generating capacity connected to the bus can be considerably less than peak load requirements. When the load becomes light, the generator supplies all of the load and, in addition, puts back into the battery the energy that it has previously furnished until it is restored to a fully charged condition; at which point it automatically receives no further charge. If the generators are stopped, the battery automatically furnishes the entire load without requiring any switching until such time as the generators are started again.

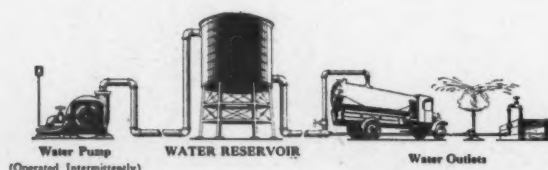
Probably the commonest example of this sort of operation is that furnished by the voltage controlled electrical system in the modern automobile. In this case, the generator is operated by the engine, and the electrical circuit, including lights, horn, self-starter and other auxiliaries are connected to the storage battery. With the engine idle, the battery automatically supplies the required current to operate self-starter, lights, or other auxiliaries. When the engine is started and reaches sufficient speed, the generator immediately operates to restore to the battery the current it supplied in addition to furnishing the required current for the load circuit. If the car is operated at night with a heavy electrical load, greater than the output of the generator, the storage battery assists the generator to supply the required current.

When the auxiliaries on fishing vessels were steam-driven the only electrical load to be considered was the lighting load, which would normally be quite uniform over any period of time. With the advent of Diesel power and the introduction of electrical auxiliaries, this condition no longer existed, for with intermittent operation of various motors the electrical load obviously becomes quite variable.

An actual example of the variability of the electrical load on a modern beam trawler over a 24-hour period is shown in the chart on page 11. This record was obtained by engineers of The Electric Storage Battery Company from a recording ammeter, placed in the battery circuit of one of the new trawlers during an actual fishing trip. The record shows the portion of the load carried by the battery during the operation of hauling in the trawl. When the main shaft generator was stopped, the batteries carried the load in excess of the output of the auxiliary-driven generator. These drains were of short duration. Normally the energy driven by the battery would largely be replaced when the engine started again, and all of the energy discharge would be made up during the run.

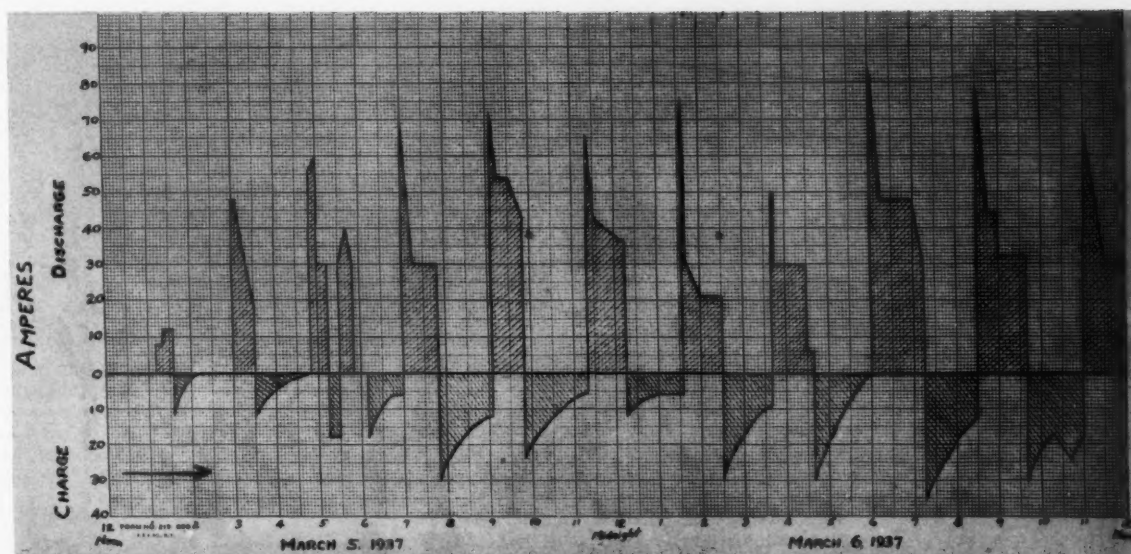


Electric power on modern trawler must also be provided for fish hoists, fishhold refrigeration, galley refrigeration, lights, radio m-g set, submarine signal m-g set, oil pump, water pump, water feed pump, fans, etc.



Storage battery is to modern trawler electrical system what a reservoir is to a water system.





Recording ammeter tells graphic story during actual fishing operation. This record was made of a 24-hour operation of a battery on board a modern trawler. It shows how the battery carried the load in excess of the auxiliary driven generator.

It can readily be seen that if this load could not be "cushioned" by a storage battery in the circuit, but had to be taken care of by generators entirely, either a very large generator would have to be operated at a very light load a considerable portion of the time, or auxiliary generators would continually have to be started and stopped to care for the load fluctuations. The actual figures on the installation pictured above are as follows:

#### Capacities of Generators

Main Shaft Generator .....	30 k.w.
Auxiliary Driven Generator .....	25 k.w.

#### Capacity of Battery

56 cells TLM-13 Exide Ironclad at 1-hour discharge rate .....	18.8 k.w.
at 10-min. discharge rate .....	55 k.w.

#### Load

Load in pumps and fish hoist motors to which must be added lights, radio and fathometer .....	33 k.w.
-----------------------------------------------------------------------------------------------	---------

In the Exide Marine Floating Battery System the bus voltage when the generator is operating is raised to a point between 125 and 133 volts. This voltage is not excessive for normal operation of electrical equipment, and with the installation in the lighting circuit of a standard automatic voltage regulator, the voltage at the lamps at such times as the bus voltage is high never exceeds the normal figure.

On the smaller fishing vessels, the number of electrical auxiliaries is, of course, less than on the larger beam trawlers, and battery requirements are correspondingly lighter. However, the advantages of the floating battery system are just as pronounced in that smaller generator capacity is permissible and the battery can carry the entire load in cases of emergency.

In determining the voltage to be used on any particular boat, all factors should be given attention. At 32 volts, the current required for any particular job is about three times greater than at 115 volts. If the voltage of the system is increased, more cells are required for the storage battery, but the size of these cells can be proportionately reduced.

A battery of ample capacity should be installed to take care of the electrical load which may occur for such a length of time as may be considered advisable. It is poor economy to install an under-sized battery that will be overworked and will, therefore, give a shorter life; aside from the fact that it may not have sufficient reserve capacity for a prolonged emergency.

Too often the storage battery is considered merely as a piece of emergency equipment which has no value during normal operation. Hundreds of installations of storage batteries par-

ticularly in commercial marine service have proved the fallacy of this line of reasoning, by providing an economical piece of equipment which allows the use of reduced generator capacity by acting as a reservoir which can be called upon at any time to supply the additional power required for peak loads.

## New Bedford To Have Freezing Plant

By R. F. Doucette

**E**STABLISHMENT of a new cold storage business in New Bedford has been effected by incorporation of the General Ice and Cold Storage Company, Inc., composed of New Bedford men who have leased the James L. Humphrey Jr., property at 95 Front Street.

Officers of the corporation are: President, Warren M. Goodspeed; Treasurer and Clerk, Lester N. Cornell; Directors, John Duff, Jr., George B. Knowles, Mark M. Duff, and other officers.

President Goodspeed announced the company was letting contracts for modernization of the plant, installing equipment for cold storage, ice manufacture and freezing. He said that while this new equipment would provide freezing and storage for all types of products, his associates were prompted essentially to give to New Bedford freezing and storage facilities for the fishing industry.

"It will not only take care of the boats moving in and out of here at the present time, but encourage and provide an inducement for additional boats to come to this port," said Mr. Goodspeed.

Officers of the corporation report negotiations already have been discussed with outside interests for establishing a filletting business in the plant.

#### Another Boat Added to Mullins Fleet

Capt. Dan Mullins is adding to his fleet the *Areana II*, which he plans to send scalloping. The boat is of the double-end type and was formerly owned by Capt. John Williams, who exchanged it for the schooner *Alert*, which is now engaged in yellowtail off Noman's Land.

#### New Part Owner of "The Friars"

Capt. Emile Seaburg, formerly of the *Gay Head*, has recently purchased a share in *The Friars*, in which he is now scalloping.

## Great Britain Is Considering a White Fish Commission

**T**HE principal proposal contained in the Sea Fishing Industry Bill, now being considered in the British Parliament, is the constitution of a White Fish Commission with five members to keep the industry under review and advise and assist Ministers.

The functions of this Commission will include that of giving the initial impetus to the organization of the industry by means of the registration of persons engaged in it, and the submission to the Ministers of schemes for the various sections of the industry, the supervision of such schemes in operation, and the making of regulations governing the marketing of white fish, subject to confirmation by Ministers and Parliament.

To advise the Commission there is to be constituted by the Ministers a joint council composed of representatives of the various sections under an independent chairman appointed by the Ministers.

With the approval of Parliament and under the general supervision of the Commission, marketing schemes may be adopted by various sections of the industry.

These will be governed by persons elected by the sections concerned, and the expenses will be defrayed from contributions from those registered under the schemes.

### Marketing Scheme

When a marketing scheme takes effect, a Consumers' Committee and a Committee of Investigation are to be appointed by the Ministers with functions similar to those under other marketing schemes.

Co-operative schemes are to be established for the marketing of fish where fishing operations are so limited that no useful purpose would be served by a marketing scheme.

During the first five years of the operation of the Bill, loans not exceeding £10,000 may be made from the Exchequer to meet initial expenses.

### To Conserve Stocks

The second and third parts of the Bill enable the Government to ratify the International Mesh Convention and the international whaling agreement.

These provisions may be broadly described as designed to conserve the stocks of fish and whales in the sea.

### Action by Grimsby and Hull

The owners of deep water fishing vessels running from Grimsby and Hull, after a joint meeting, decided to restrict the quantity of deep water fish landed in these two ports. Following is copy of the official statement.

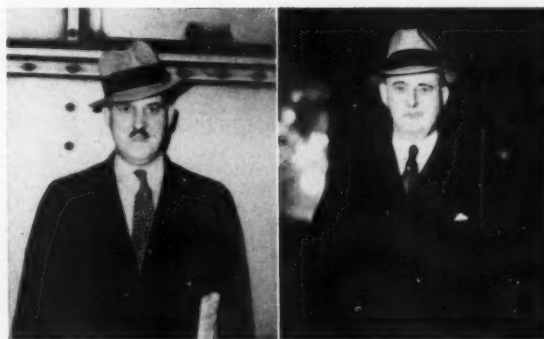
"After long and protracted negotiations, owners of distant water boats in the ports of Grimsby and Hull, in joint session at Grimsby, decided that nothing short of a systematic plan of laying up a portion of the distant water fleet will stave off the disaster now facing the whole producing side of the white fish industry.

"It has accordingly been agreed that, as from January 1, 1938, every owner of distant water boats will lay up 20 per cent of his fishing capacity. The laying up may be effected either by laying up certain boats entirely or by laying up each boat for the appropriate period between trips.

"It has been agreed that every owner will be under an obligation to land one trip from Iceland for every two trips from the more distant Northern waters.

"This voluntary scheme will operate until December 31, 1938, or until a statutory scheme under the new Sea Fish Industry Act comes into operation, whichever be the earlier.

"This step has been taken by distant water owners with the greatest reluctance, but it is now recognized that there is no alternative if a crash is to be averted amongst near water producers and amongst distant water producers themselves. It is also felt that the new policy should dovetail naturally into the statutory scheme under the new Act."



George Walker, chief engineer of the "Jeanne d'Arc," owned by F. J. O'Hara & Sons, Boston; and Hugh O'Brien, Boston Fish Pier buyer for Gorton-Pew Fisheries Co. of Gloucester.

## Massachusetts Fisheries Association Reelects F. J. O'Hara President

**T**HE annual meeting of the Massachusetts Fisheries Association was held February 24. Manager E. H. Cooley gave an interesting talk on the past, present and future of the industry.

The high light of Mr. Cooley's speech was the announcement of a National Fisheries Convention to be staged in Boston October 6, 7, and 8 for the whole fishing industry, and allied businesses. Sponsored by the New England fishing industry, the plans call for participation by everyone connected with the industry as well as food editors, educators and dietitians. The affair will be held in a local hotel and exhibit space will be available for the display of seafood products as well as supplies and equipment used by the industry. It is planned to have 5 to 10 trawlers ready to take out guests on fishing demonstration trips.

Mr. Cooley mentioned how the Association has promoted the writing of essays in schools on the subject of seafood, thus familiarizing 75,000 children with the fishing industry; also how they have arranged to have prize essay contests conducted by women's clubs on "How a retail store should offer fish to the home-maker" and "How a woman can prepare fish in an appetizing manner so that it will be asked for frequently by her family."

The following directors were elected for the coming year: John A. Fulham, Secretary; Charles Burke, E. L. Dunn, Ass't. Treas.; Wm. S. Wennerberg, Treas.; F. J. O'Hara, Wm. Russo, Walter Hallett, John Nagle, Hugh O'Brien, Ralph Osborn, B. C. Collins, John Graham, A. L. Parker, Wm. E. Westerbeke, and B. F. Whalen.

The board of directors met on March 4 and elected F. J. O'Hara president for a third term and re-elected John Graham as vice-president.

### "Kittiwake" Arrives at Boston

Portland Trawling Company's new trawler *Kittiwake*, Capt. John Collins, made her first appearance at the Boston Fish Pier on February 17, when she landed 117,000 lbs. of fish. Built at Charleston, S. C., the new vessel went direct to the banks after being fitted out at Groton, Conn. She brought in her second trip—163,000 lbs., on March 1.

### Colley Addresses Engineers

George A. Colley, of John Alden's office in Boston, addressed the American Society of Refrigerating Engineers, Boston section, on Friday February 25 at the Massachusetts Institute of Technology. His subject was "Fishing Trawlers".

## Gloucester

### Seining Fleet Prepares For Early Mackerel Season

SOME of the Italian boats are returning from the Virginia grounds to change over for the mackerel seining season which starts the latter part of March off Cape May, N. J. The remainder of the fleet will stay in the South through April if fish are available.

So far, the Southern fleet has not had a very successful season. Fish seem to be hard to find and most of those landed are small, bringing a low price.

There will be seven boats sailing from Gloucester by Sunday, March 20, bound South for mackerel seining to give the season one of the earliest starts for some years.

The fleet will include the *Santa Maria*, Capt. Peter Mercurio; *Bethulia*, Capt. Joe Curcuro; *Rose and Lucy*, Capt. Phil Parisi; *Capt. Drum*, Capt. Jack Arguso; *Serafina N.*, Capt. Sam Nicastro; *Carlo and Vence*, Capt. Ben Favazza, and *Natale II*, Capt. Leo Linquata.

The fleet plans to be South when the first "dark nights" hit the Atlantic. The rest of the fleet will wait until the second darks about April 15.

#### "Old Glory" to Go Seining

The *Old Glory*, is now fitting out for seining at the Atlantic Supply Co. wharf. She will leave for Cape May about March 20 under command of Capt. Frank Foote. The *Cape Ann*, now skippered by Capt. Foote, will be taken by Capt. James Parsons, who will continue dragging.

#### "Doris Hawes" Now Scalloping

For the first time in the history of the port a boat has left for scalloping. She is the *Doris Hawes*, Capt. Mickey Driscoll, and will land her fares at Gorton-Pew Fisheries.

#### "Edna Fae" Changes Owners

The gill netter *Edna Fae*, owned by Mrs. Edna F. Tysver, has been sold to Bruce and Gerry Shoares. Capt. Bruce Shoares will take the vessel gill netting this Spring. This brings the Shoares fleet to five boats, the others being the *Elizabeth and James*, *Naomi Bruce II*, *Naomi Bruce III* and *Lucretia*.

#### Lands First Mackerel at New York

The Gloucester dragger *Mary M.*, landed the first mackerel of the season at Fulton Market, New York, on February 23 when she arrived with 85 pounds of large fish, in addition to 10,000 pounds of other varieties.

#### New Atlas Office

Atlas Diesel Engine Corp. has moved to new quarters at Fort Wharf, Gloucester, where increased facilities are available. A new stock room carries an extensive line of spare parts at all times. Several new engines are regularly on dis-



The schooner "Raymonde," Capt. Carl C. Olsen, being repaired at Parkhurst Railway after being badly damaged in a gale while on St. Peter's Bank on February 11.

play, and a well equipped shop provides repair service. A 110 hp. Atlas Diesel was recently shipped to West Sayville, N. Y., for installation in the *Two Sisters*, owned by Capt. Cornelius Sanders.

#### Filleting to be Resumed

Filleting operations are expected to be resumed soon at the Producers Fish Co. plant. Additional equipment has been installed in space formerly occupied by the Atlas Diesel Engine Corp. All kinds of fish will be handled and as many as 100 workers may be employed.

#### New Wolverine Installed

The *Hope Leslie*, Capt. John Sinagra, was made ready for dragging last month and had a new 100 hp. Wolverine Diesel installed. She is to be one of the mackerel netting fleet this season, as well.

Another netter this Spring is to be Capt. Harry Clattenberg and crew in the local schooner *Desire*. This craft has been altered somewhat to make her a better boat.

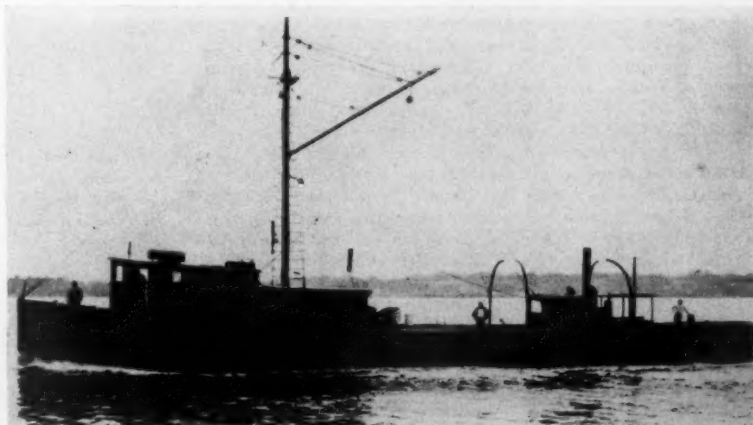
#### Fishermen Endorse Dragging Bill

Some 50 fishermen, gill netters and trawler owners, met on February 17 at the Gloucester Master Mariners' rooms and went on record as favoring a legislative bill authorized by Rep. Frederick H. Tarr, Jr., of Rockport, to revise all existing laws pertaining to dragging and other fishing within territorial waters of the state.

The group also voted to oppose a bill introduced by Italian-American fishermen to allow such dragging within the three-mile limit.

In an effort to simplify the maze of conflicting fisheries laws, Rep. Frederick H. Tarr, Jr., has introduced a resolve in the State Legislature, providing for an unpaid commission, including three senators, five representatives and three appointed by the governor, to study the fishery laws of the state, and unify them so as to overcome future conflict.

The 109 ft. menhaden boat "Caroline," owned by the Southern Chemical Co., Savannah, Ga. She is powered with two Superior MRA-6-S engines, developing 100 hp. each, equipped with 3:1 reduction gears and turning 38 x 28 Columbian propellers at 500 rpm. for a speed of about 9 mph.







The 35 ft. all-welded steel gill netter "Mi-Toy" built by the Lund Boat Works of Erie, Pa., for Capt. Albert Lampe of Erie. Hull construction by Erie Concrete & Steel Supply Co. Engine is a 6-cylinder Fairbanks-Morse.

## Great Lakes Problems Being Studied

By A. J. Blume

**T**HE job of sponsoring in the Senate a joint resolution to protect and revive the Great Lakes fishing industry has fallen to Senator Prentiss M. Brown, of Michigan.

The bill would permit eight Great Lakes States to enter compact for uniform fishing regulations in Great Lakes waters. It has the endorsement of Ernest G. Draper, Assistant Secretary of Commerce, and C. E. Jackson, acting Fisheries Commissioner. Legislatures of the involved States would be required to ratify agreements between the States and any voluntary compact agreed on would require Congressional approval. Any two or more of the eight States could reach agreements.

### Fisheries Conference Held

Better control of the commercial fishing industry is seen as the result of the fisheries conference recently held in Detroit.

Probably the outstanding action was approval of a resolution which would give to the Michigan Conservation Commission the same authority towards commercial fishing that it now has to control seasons and bag limits on upland game.

At present the Wisconsin Conservation Commission has about the same authority as that of Ontario. Generally far more liberal with its commercial fisherman than Michigan, the Wisconsin Legislature has been tightening its regulations recently and now has declared two pounds the minimum legal limit on lake trout. Michigan stills allows 1½ pounds.

Mr. McKay, who acted as spokesman for the Province of Ontario, told the conference that his Province is prepared to co-operate, within reason, with a properly constituted body representative of all the States concerned.

### Wisconsin Fishermen Organize

Henry J. Raatz, Sheboygan, was elected president of the newly organized Wisconsin Commercial Fishermen's Association at a meeting February 13 in Sheboygan. Other officers are Joe Bossler, Port Washington, vice-president, and Everett La Fond, Two Rivers, secretary-treasurer.

Declaring its intentions to co-operate with the State Conservation Department, the association adopted resolutions:

That a 2½-inch flexible rule be used for the measurement of all chub netting, such measurements to apply only to any and all netting before it is used. This twine shall not measure less than 2¾-inch flexible rule when old, and all fishermen having nets now in use that measure less than this flexible rule shall be given until Nov. 21, 1939 to replace them.

That all sizes of fish are to be left as formerly provided.

That permits for fishing of spawn for the Wisconsin state hatcheries be granted to any and all fishermen making application for them, with the time and number of days of fishing to be regulated by the Wisconsin Conservation Commission.

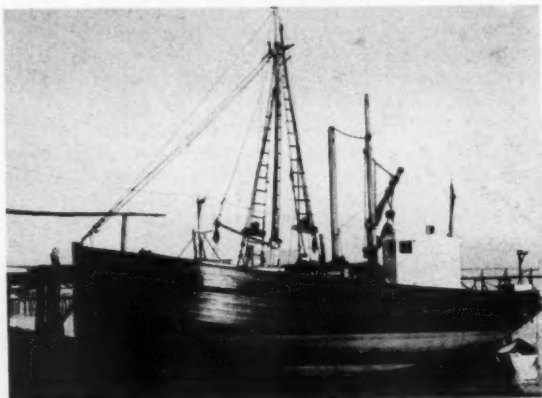
## Provincetown Dory Fleet Shows Active Month

By Luther H. Howes

**B**ETWEEN 350,000 and 400,000 pounds of fish were landed at the two wharves during February by the draggers and dories, only boats that operated during the period. Dabs made up the bulk of the 275,000 pounds brought in by draggers. During the month the larger of these boats have been going down the back shore off Wellfleet and Nauset, where fish are larger.

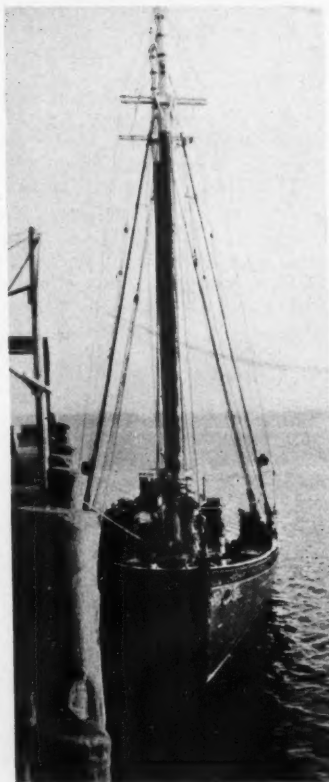
High total for the month was a 9,500 pound catch by Captain Manuel Thomas in the *Evangeline D.*

The average dory catch was better this month than last and these trawlers brought in a total of a little better than 100,000 pounds during the period. Draggers had 17 favorable fishing days during the month and trawlers two less.



Above:

Capt. Manuel Dutra's "Viola D.," now the reputed queen of the Provincetown fleet. She is 62 ft. x 15 and is powered with a 60 hp. Fairbanks-Morse engine, and equipped with a 16 cell, 32 volt Willard battery, Plymouth cordage, Hathaway winch and Linen Thread drag net with board designed by Capt. Dan Mullins of New Bedford.



Right:

The "Mary P. Goulart" has made her last trip as a Provincetown boat, and will now fish out of Portland, Me. She is powered with a 180 hp. Cooper - Bessemer engine, and equipped with Exide batteries, Hyde propeller, United hoist, and Columbian rope. She has 12 two-man dories and carries a crew of 27.



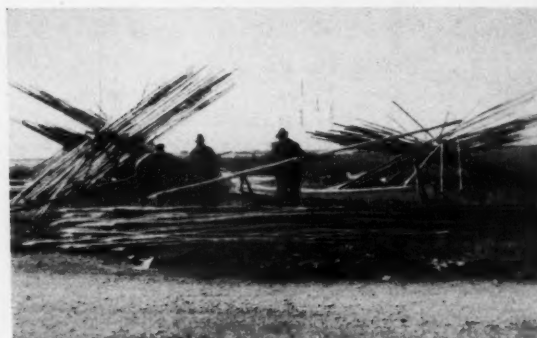
One of Geo. A. Christy & Sons boats tied up at their plant at Crisfield, Md. All their boats are powered with Fairbanks-Morse Diesels.



John Messick of Crisfield, Md., working on one of two 24 ft. skipjacks he is now building for Howard and Robert Sterling. These crabbing boats are 10 ft. in width and of light draft, equipped with both sail and power.



The fyke pictured is used in creeks for catching rock, perch, etc., in the Crisfield, Md., area. Last season it was used by Floyd Lawson and Harry Nelson.



Hundreds of skinned poles which Lloyd Sterling, trap fisherman of Crisfield, Md., will place in Pocomoke Sound this season. They will be put down as soon as weather permits. Mr. Sterling will operate six traps.

## Crisfield, Md., to Have Second Boat Show

By Edward Bowdoin

**S**PACE reservations for the Chesapeake Motor Boat Show consist of inboard, outboard and sailboat exhibits, medium duty and heavy duty Diesel engine exhibits, gasoline heavy duty and medium duty, high speed engine exhibits, air cooled, water cooled, dinky engine exhibits, marine lighting plant exhibits, seafood tool handling exhibits, press exhibits and canteen. This is Eastern Shore's second annual show.

The Chesapeake Motor Boat Show is being promoted by Harvey E. Gates, and endorsed by the Jr. Chamber of Commerce of Crisfield, Md., to promote boating business on the Del-Mar-Va Peninsula. The show will be conducted in the Webb Building, Central Main Street, Crisfield, Maryland, March 21 to April 3.

### Commercial and Sport Fishing Interests Meet

At a recent meeting in Baltimore of the North American Wild Life Conference, the commercial and sport fishing interests agreed that co-operation between them was necessary, and a study of marine fishery resources was advocated. The commercial fisheries were represented by J. H. Matthews, of the Middle Atlantic Fisheries Association.

### Atlas for "E. Madison Hall"

Fleck Engineering Company, distributors for Atlas Imperial Diesel Engine Co., Baltimore, Md., have sold a 200 hp. Atlas Imperial Diesel Engine, marine type, direct reversible, 10" bore x 13" stroke, 325 RPM for installation in the M/V *E. Madison Hall*, engaged in freighting on the Chesapeake Bay and North Carolina inland waters. The *E. Madison Hall* is 166 ft. long, 28 ft. beam, and 8 ft. depth of hold.

## Virginia Trawling Activities Still Holding Spotlight

By Sandusky Curtis

**T**RAWLERS continue to hold the seafood spotlight in Tidewater Virginia as Spring approaches.

That spotlight is not as bright this year as last. Despite the fact that approximately 80 trawlers are dividing their catches between Norfolk, Portsmouth, Newport News, Hampton and Phoebus, there has not been the same profit, due to smaller catches.

As has been true since they came into local waters the *Boston College* and the *Patrick J. O'Hara* have been leading with barrel totals. During the last week in February the *Boston College* landed 1200 barrels, and the *O'Hara* 700.

The Gloucester boats, *Rio Donro* and *Elvira Gaspar*, fishing out of Portsmouth, and the *Maris Stella* of Boston, fishing out of Norfolk, have done well. Most of the Gloucester Italian fleet from the North has operated from Phoebus.

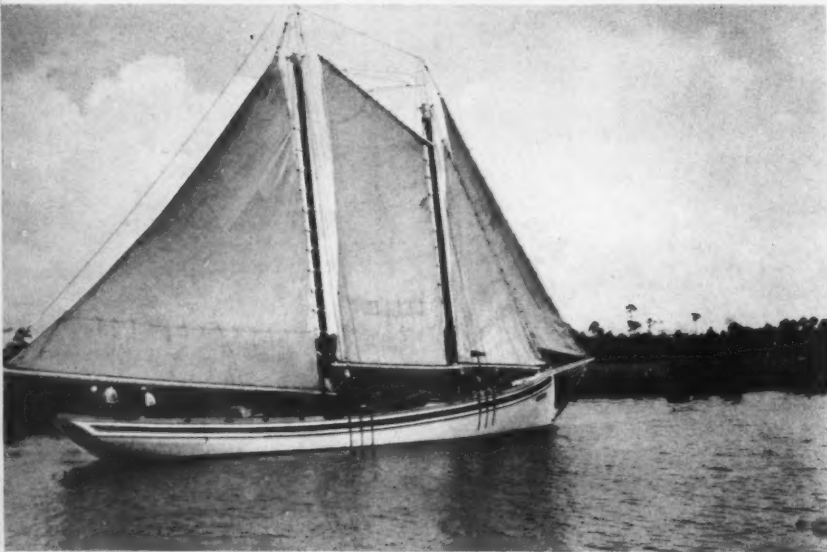
### Virginia Fishermen Landing Shad

Matthews, Va., fishermen, with many more nets in the bay than usual before the first of March, were encouraged by a fairly good run of shad for this early in the season. Capt. Eugene Armistead and sons landed 200 shad on February 21 and other fishermen brought in from 50 to 80. The market started at 16 cents for bucks and 32 cents for roes.

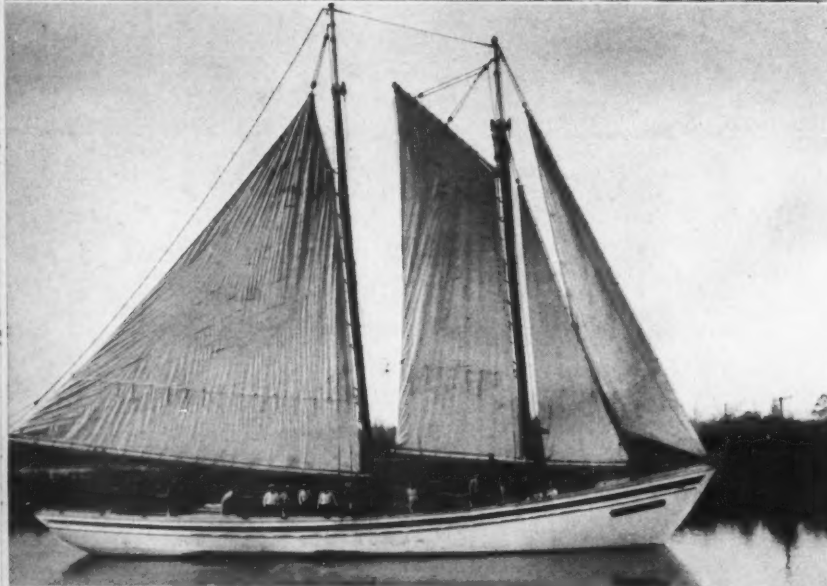
### Would Ban Taking of Sponge Crabs

A bill to put into effect once more a ban on taking sponge crabs in Virginia waters at any time during the year was introduced in the Senate last month by Senator R. O. Norris of Lively.

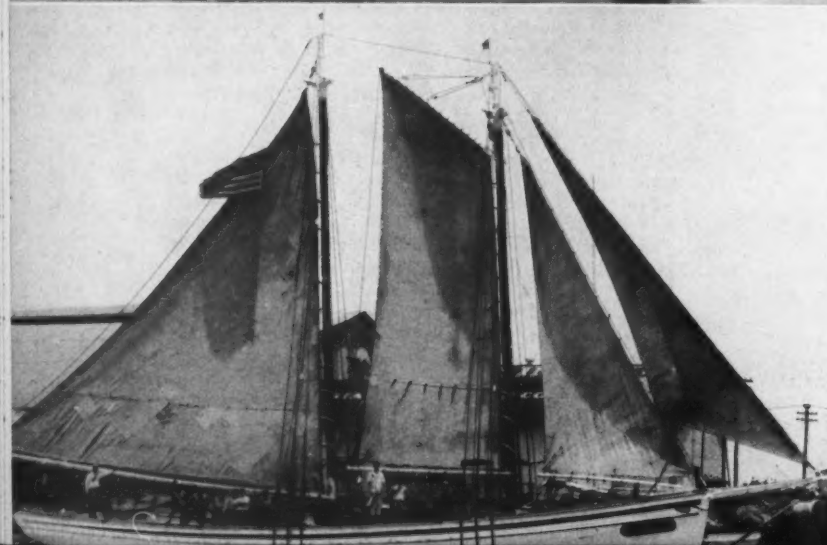
# Star Fish & Oyster Company a Fleet of Atlas Diesel Power



•  
"Leo G", powered by  
a 3-cylinder,  $6\frac{1}{2}$ " x  
 $8\frac{1}{2}$ ", 45 H.P. Atlas  
Diesel.

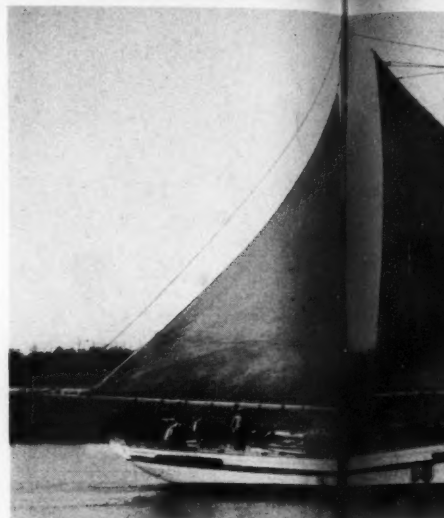


•  
"Mary Carmen", pow-  
ered by a 2-cylinder,  
 $6\frac{1}{2}$ " x  $8\frac{1}{2}$ ", 30 H.P.  
Atlas Diesel.



•  
"Baby Ann", powered  
by a 4-cylinder,  $6\frac{1}{2}$ "  
x  $8\frac{1}{2}$ ", 60 H.P. Atlas  
Diesel.

•  
Below  
"Peggy G", powered  
by a 2-cylinder,  $6\frac{1}{2}$ "  
x  $8\frac{1}{2}$ ", 30 H.P. Atlas  
Diesel.



The Star Fish & Oyster Co. of Mobile, Alabama, headed by Nelo J. Gonzales, boasts the "finest and most up-to-date Dieselized deep sea fishing fleet in the South", and we are proud of the fact that eight out of ten of their Diesel powered boats carry Atlas Diesels.

Their experience with Diesel engines is interesting. Ten years ago they bought three heavy duty, slow speed Atlas Diesels from Arthur Duvic's Sons, Atlas Distributor at New Orleans. The balance of this fleet remained powered with gasoline engines until 1936 when they installed two high speed Diesels of another make at a lower first cost.

In 1937 they rather than ex- Atlas Diesel w- more Atlas Di- bore and stro- The Star fle- Mexico. They catch has been in smooth sa- Atlas dependa-

## ATLAS IMPERIAL DIESEL ENGINE

ATLAS DIESEL ENGINE CORP.  
Fort Wharf  
GLOUCESTER, MASS.

MATTOLENO, ILLINOIS

ARTHUR DUVIC'S SONS  
122 Chartres Street  
NEW ORLEANS, LA.

WM. A. FURTWANGLER  
4 Broad Street  
CHARLESTON, S. C.

SAL & SACHS  
TARPOON SPRING  
FLORIDA

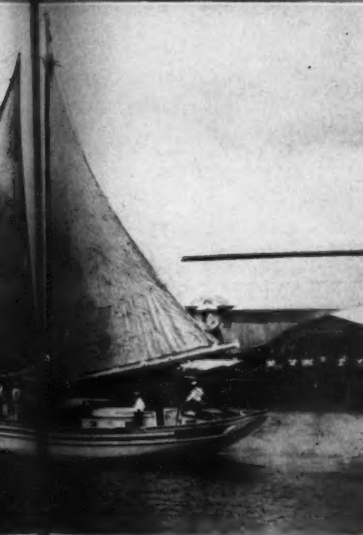
# ATLAS IMPERIAL



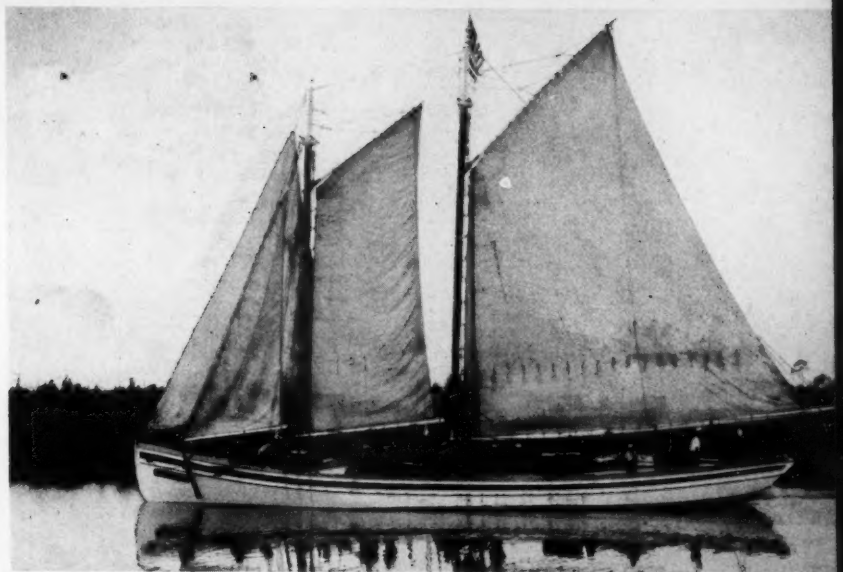
# any of Mobile, Operate Powered Fishing Boats



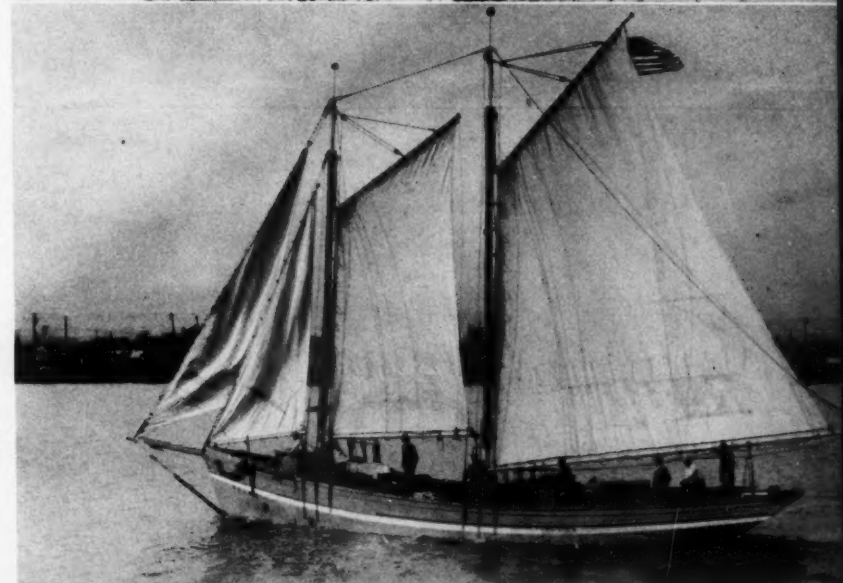
"S. Gonzales", powered by a 3-cylinder,  $6\frac{1}{2}$ " x  $8\frac{1}{2}$ ", 45 H.P. Atlas Diesel.



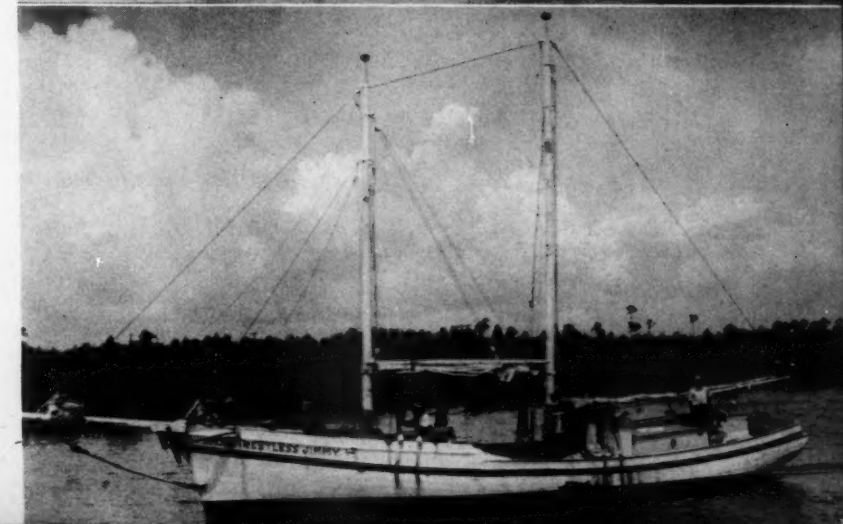
"Tom and Jean", powered by a 3-cylinder,  $6\frac{1}{2}$ " x  $8\frac{1}{2}$ ", 45 H.P. Atlas Diesel.



"Nelo G", powered by a 3-cylinder,  $6\frac{1}{2}$ " x  $8\frac{1}{2}$ ", 45 H.P. Atlas Diesel.



Below  
"Restless Jimmy", powered by a 2-cylinder,  $6\frac{1}{2}$ " x  $8\frac{1}{2}$ ", 30 H.P. Atlas Diesel.



In 1937 they felt it was better to standardize on one engine, rather than experiment further. The slow speed, heavy duty Atlas Diesel won hands down. They placed an order for five more Atlas Diesels. All of their Atlas Diesels are of the same bore and stroke, an obvious maintenance advantage.

The Star fleet is engaged in deep sea fishing off the Coast of Mexico. They fish for snapper and stay out until a sufficient catch has been made. Atlas performance is taken for granted in smooth sailing, but when hurricanes howl—that's when Atlas dependability means much to every man aboard.

## ATLAS DIESEL ENGINE COMPANY

CHICAGO, ILLINOIS

ATLAS DIESEL ENGINE CORP.

115 Broad Street  
NEW YORK, N. Y.

J. T. PHIPPS

Riverside Viaduct

JACKSONVILLE, FLORIDA

ESSAL & SACLARIDES  
TARPOON SPRINGS  
FLORIDA

# IMPERIAL

## Maine Has New Fish Plant in Portland

THE new plant of the Portland Fish Co., Inc., on Custom House Wharf was officially opened February 19 with appropriate ceremony. A large delegation of people connected with the fish business and public officials attended. A buffet lunch, featuring seafood, was served in the plant, which was attractively decorated with flowers and bunting. Several of those present spoke, including George Ratcliffe, President, and Arthur Black, Treasurer of the Company.

Among the guests were ex-Governor Louis Brann, Senator Max Pinansky, ex-Senator Will Bissett, John Willard, Jr., Willard-Daggett Co.; John Toft, R. J. Peacock Canning Co.; and Mort Harris, The Harris Co. The following were from Boston: F. J. O'Hara, F. J. O'Hara & Sons, Inc.; Elmer Atwood, Atwood & Co.; Dean Mellish, Eastern Seafood Co.; John Rice, L. B. Goodspeed, Inc.; Frank Barrett, New England Fish Co.; Matty Dillon, General Seafoods Corp.; Robert Ziehmn, Frick Co.; and John Del Torchio, Cape Ann Cold Storage Co., Gloucester.

The new plant, which replaces a structure destroyed by fire, provides a working space 60 x 100 and is two stories high of steel frame and sheet metal siding. A feature of the building is its many windows, which with a gas blower type heating plant, give excellent working conditions. A section of the first floor is devoted to a room for cutting fillets and fish sticks. Nearby is a convenient and well equipped office. The central portion of the building is for shipping purposes. In the rear is a modern ice making plant of 13 tons capacity per day, and a new 25 ton capacity Creasey ice crusher. Thirty to 35 cutters and handlers will be employed. Kalamazoo parchment paper and Biddeford boxes will be used.

The cold storage plant adjoining the new structure has been remodeled and new up-to-date machinery installed. Capacity has been increased 25% to accommodate 12-14 carloads.

The piping in the fish storage rooms was rearranged for more uniform distribution of the refrigerant. Liquid precooling was installed for both this piping and for the ice tank. The drives on the two 9 in. x 9 in. Frick Ammonia compressors were modernized by changing to V-belts which improved the quietness of operation. One of the major changes was the installation of a low temperature air blast fish freezing room, 40 x 12, where the latest type of design coils were employed to give an efficient heat exchange between the air and the refrigerant. Large quantities of air at high velocities are passed through these coils and through louvers in the sides of the room over the fish to be frozen. Temperatures in this room range from 20 degrees below zero to 35 degrees below zero, which removes the heat from the fish rapidly. Thirty thousands pounds of fish can be frozen in 4 hours and 15 minutes. To produce these low temperatures, a new Frick booster compressor was installed with liquid and gas inter-cooling system.

The entire cold storage and freezing plant is sheathed with United Cork Co. insulation.

In the Company's building on the opposite side of the wharf, lobsters are handled and it is planned to increase the capacity to 12 tanks of 1200 lbs. each. In the Spring an up-to-date cod liver oil plant will be installed. Large trips of fish which go through in round form will also be handled in this building, as well as excess filleting operations. It is planned to move the Company's carpenter shop from Widgery Wharf to the second floor of this building.

The Company operates seven boats: the gill netters *Pofisco*, *Onward III*, *Maurice Davis*, *Elizabeth B.*, the dragger *Fannie Belle*, and the line trawlers, *Bernie and Bessie* and *Nellie I*. Carl Peterson is the fleet captain.

### Maine Shrimp Fleet Busy

The Boston dragger *Annie II*, which landed 2000 pounds of Gulf of Maine shrimp at Portland on February 11, made two more trips over that week-end, coming in on the 12th with 1800 pounds and again on the 13th with 2500 pounds. On

## Oysters Served to United States Senators

NEWSPAPER publicity for oysters resulted from the serving of Rhode Island and Chesapeake Bay oysters on March 1 in the U. S. Senate restaurant. Newspaper pictures showed Senators sliding the oysters down in an effort to compare the two varieties, but it was a no-decision affair.

### Payne Promotes the Oyster

A. H. Payne, General Manager of the New England Oyster Growers Exchange, has been staging oyster shucking and merchandising demonstrations in a number of New England retail fish markets.

At these stores he installs an attractive window display which was produced by the Rhode Island School of Design, has a champion oyster shucker in action, and a lady attendant serving oysters on the half shell as samples.

These demonstrations are accompanied by local advertising and publicity, and produce phenomenal sales for the stores participating.

### New Dredger for American Oyster Co.

Alder Mfg. Co., Warren, R. I., are building a new oyster dredger for American Oyster Co., Providence. The craft is to be 59'6" x 18' x 4'6" draft and will cost approximately \$17,000. She will be constructed of white oak sawed frames and planked with Philippine teak. All of the interior, including pilot house and engine room, will be finished in Philippine mahogany. The boat is to be powered with a 90 hp. Wolverine Diesel engine. Delivery date is scheduled for August 1st.

## Oyster Shuckers Cheered in N. Y.

IF there has ever been any doubt about the lowly oyster having a place in a sports show that doubt was dispelled on Friday night, February 25, at the National Sportsmen's Show, Grand Central Palace, New York City, before an enthusiastic audience which packed the space around the artificial lake and the galleries overlooking it. The winners: First place, Manuel Tavares, Warren Oyster Co., Warren, R. I. Time, 4 min., 32 sec., bettering his last year's record by 19 2/5 seconds. Prize money, \$100. Second place, Paul Acciardo, Narragansett Bay Oyster Co., Warren, R. I. Time, 4 min., 52 sec. Prize, \$50. Third place, William Sweet, E. B. Blount's Sons, Warren, R. I. Time, 5 min., 25 sec. Prize, \$25.

Other contestants for shucking honors were Edward Kwaak of the Bluepoints Co.; Clarence Dickson of the Premier Oyster Co.; and Vernon Hatton of the Bluepoints Co.

The Bluepoints Co. had an oyster exhibit by Capt. Charles E. Wheeler in the attractively decorated booth of the Oyster Growers & Dealers Association on the second floor.

the 13th a Portland vessel also landed a fare of shrimp—the *Elsie*, Capt. Royston Leeman, with 1650 pounds.

On the 15th 1750 pounds were landed by the *Elinor* and *Jean* with 700 pounds; the *Elsie* with 600 pounds; *Annie II*, 250 pounds, and the *Barbara* with 200 pounds.

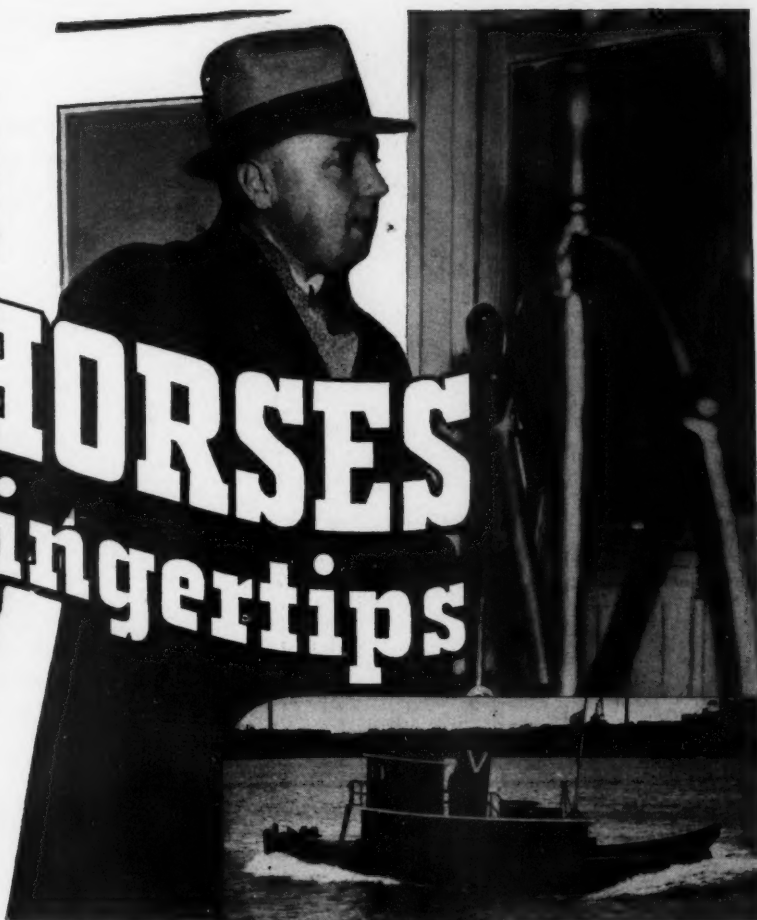
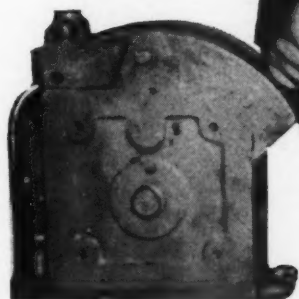
The *Elsie* landed another trip on the 16th—800 pounds, and on the 17th the *Elinor* and *Jean*, Capt. Otis Thompson, brought in 1000 pounds.

This fast-growing fleet of shrimp fishermen operate on the Wood Island grounds.

### "Austin W." Launched

The 73 ft. gill netter *Austin W.*, was recently launched at the yard of B. F. Warner, Kennebunkport, Maine, for Capt. Roland Wonson, Gloucester. She was christened by Capt. Wonson's daughter, Joan. After the launching the boat was towed to Gloucester for the installation of her engine, a 100 hp. Wolverine. The boat is planked with oak and is equipped with a Hyde propeller, Shipmate range and 32 volt Exide marine battery. There are accommodations for eight men.

# 300 HORSES at his fingertips



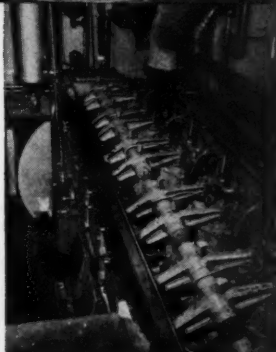
*Photos by John Adams*

**FINGERTIP CONTROL.** Captain Jack Van Pelt's six-cylinder Cooper-Bessemer Model JT6 has a bore of  $11\frac{1}{2}$ ", a stroke of 15", develops 300 horse-power at 300 r.p.m. It's Essomarine 100% for all equipment in every Van Pelt tug.

**BUCKING** the briny with a string of barges is a tough haul any way you look at it. And Captain Jack Van Pelt and Chief Engineer Eliakim M. Van Pelt, Jr., of the new Diesel tug "Captain Van Pelt," can look at it day in and day out without ever leaving the wheelhouse to check up on their power plant. The new Cooper-Bessemer Pilot House Control keeps their 300 Diesel horses harnessed at all times.

They can run their engine ragged towing barges in heavy seas or congested harbor waters without a thought for the consequences. It's Essomarine that does *this* trick. Every tug in the Van Pelt fleet is 100 per cent Essomarine... Captain Van Pelt relies on fuels and lubricants sold at the Essomarine sign for plus power and sure engine protection.

Whether it's pulling barge loads of brick from Elizabeth to Harlem or driving to market with a hold full of mackerel, it's Essomarine for the pull of a lifetime. If it's fish on board or freight in tow, let Essomarine carry the load.



**MIGHTY MITE.** Newest addition to the fleet of John H. Van Pelt Towing and Transportation Co., Elizabethport, N. J., is the sturdy "Captain Van Pelt." She's 59'1" at the waterline, 17' in the beam (moulded) and draws 8'3". She makes 10 knots at 250 r.p.m., and they haven't yet opened her up full. She stops regularly at the Essomarine sign for fuel and lubricants.

★  
PENOLA INC.  
26 Broadway  
New York City  
★

**Essomarine**  
REG. U.S. PAT. OFF.  
**OILS & GREASES**

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey — Colonial Bunker Oil Company, Inc. — Standard Oil Company of Pennsylvania — Standard Oil Company of Louisiana — Standard Oil Company (Inc. in Kentucky) — Standard Oil Company (Ohio) — Humble Oil & Refining Company — Imperial Oil, Limited (in Canada).



## Where-to-Buy Directory

### Equipment, Gear, Supplies, Service

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

#### BATTERIES

##### Dry Cell

"Eveready": National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

##### Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.  
Edison Storage Battery Co., West Orange, N. J.  
\*"Exide": Electric Storage Battery Co., Philadelphia, Pa.  
Willard Storage Battery Co., Cleveland, Ohio

#### CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.  
\*Crown Can Co., Philadelphia, Pa.  
National Can Corporation, 110 E. 42nd St., New York, N. Y.

#### CLUTCHES

\*Kinney Mfg. Co., 8541 Washington St., Boston, Mass.

#### COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.  
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

#### CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.  
\*Columbian Rope Co., Auburn, N. Y.  
\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.  
\*Plymouth Cordage Co., North Plymouth, Mass.  
\*Wall Rope Works, 48 South St., New York.  
Whitlock Cordage Co., 46 South St., New York, N. Y.

#### CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 333 Dorchester Ave., Boston, Mass.  
Skinner Chuck Co., New Britain, Conn.

#### DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

#### DIESEL GENERATING SETS

\*Bolinders Co., 33 Rector St., New York, N. Y.  
F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.  
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

#### ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.  
Electro Dynamic Works, Bayonne, N. J.  
General Electric Co., Schenectady, N. Y.

#### ENGINE MANUFACTURERS

##### Diesel Engines

\*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.  
\*Bolinders Co., 33 Rector St., New York, N. Y.  
The Buda Co., Harvey, Ill.  
\*Cooper-Bessemer Corp., Mount Vernon, O.  
Electric Boat Co., Groton, Conn.  
\*Fairbanks, Morse & Co., Chicago, Ill.  
F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.  
\*The National Supply Co., Springfield, Ohio.  
\*Red Wing Motor Co., Red Wing, Minn.  
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

##### Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Osco Motors Corp., 3102 C St., Philadelphia, Pa.

##### Fuel Oil Engines

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.

##### Gasoline Engines

The Buda Co., Harvey, Ill.  
\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.  
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

#### FISHING GEAR

The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

#### FISH SCALERS

##### Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

#### FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 No. Richards St., Milwaukee, Wis.

#### FLOATS, Gill Net

Chequamegon Cedar Float Co., Washburn, Wis.

#### HOOKS, Fish

\*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

#### ICE BREAKERS

"Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J.

\*"Creasey": Gifford-Wood Co., Hudson, N. Y.

#### MARINE INSURANCE

Charles W. Mitchell, 99 Milk St., Boston, Mass.

#### NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

#### NAVAL ARCHITECTS

\*John G. Alden, 131 State St., Boston, Mass.

#### NETS AND NETTING

\*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

\*National Net & Twine Co., 211 Congress St., Boston, Mass.

#### NET PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

#### OILS (Fuel, Lubricating, Gasoline)

\*"Esomarine": Penola, Inc., 26 Broadway, New York, N. Y.

\*Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

#### OILED AND RUBBER CLOTHING

\*D. O. Frost Corp., Gloucester, Mass.  
C. L. Lovig Co., Marinette, Wis.

#### PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.  
\*Pettit Paint Co., Belleville, N. J.

Edw. Smith & Co., Long Island City, N. Y.  
\*Tarr & Wanson, Ltd., Gloucester, Mass.

#### PROPELLERS

\*Columbian Bronze Corp., Freeport, N. Y.  
\*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

#### PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

#### RADIO DIRECTION FINDERS

\*Bludworth, Inc., 79 Fifth Ave., New York, N. Y.

#### RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

#### RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

#### RANGES

\*"Shipmate": Stamford Foundry Co., Stamford, Conn.

#### REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.

Twin Disc Clutch Co., 1341 Racine Street, Racine, Wis.

#### SHIPBUILDERS, BOATYARDS

Bethlehem Shipbuilding Corp., Bethlehem, Pa.  
The Charleston Shipbuilding & Drydock Co., Charleston, S. C.

The Ingalls Iron Works Co., Birmingham, Ala.

\*Portland Yacht Service, So. Portland, Me.

#### SHIP CHANDLERS

\*Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

#### SIGNALS, Distress

International Flare-Signal Co., Tipppecanoe City, Ohio.

#### STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

#### STERN BEARINGS

\*Chapman Products, 166 Thames St., New York, R. I.

\*Hathaway Machinery Co., New Bedford, Mass.

#### TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

#### THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

#### TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

#### TRAWLING EQUIPMENT

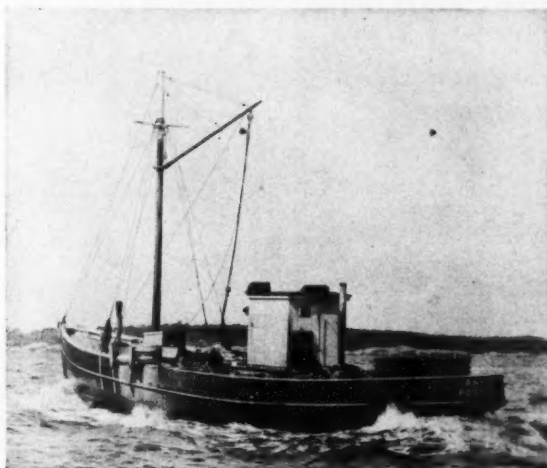
New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

#### WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

## WOLVERINE DIESEL MARINE ENGINES

**Sturdy**  
**Reliable**  
**Economical**  
**Long-Lived**



*The "Anna C.," owned by Capt. Ole Christensen of South Portland, Me., powered with a 100 hp., 4-cylinder, 4-cycle Wolverine Diesel engine, 8½ in. x 12½ in.*

**Designed**  
**For**  
**Fishing**  
**Service**

### WOLVERINE MOTOR WORKS, Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

Catalogue No. 135 Upon Request

### Cooperative Marketing Plan

(Continued from page 8)

#### 3. Settlement of disputes!

Right on the ground there will be someone to represent him in settling disputes which arise in the selling of his fish; and he will be sure that the facts will be checked.

4. His problems will be brought up and discussed with others in his own branch of the industry!

Monthly meetings will be held at set times, in his own vicinity, where:

a. He can discuss his immediate problems.

b. He can plan to offset legislative difficulties which lie ahead.

c. Men representing prominent factors in the industry will discuss marketing, production, and technical details connected with the industry.

#### 5. Management representation!

Every section will elect its own representative to serve on the Board of Directors. Meetings will be held both in New York and at producing points so that all points of view can be understood.

#### 6. Advertising and promotion!

An active campaign designed to eliminate, as far as possible, all gluts and to let the producer get more for his fish.

#### Advantages to the Wholesaler

1. Representation before governmental bodies: A shipment is condemned, a fire inspector places a violation, a license is revoked, a threatening law is on the calendar, a prohibitive tax is threatened—the Middle Atlantic Fisheries Association will represent his case, recommend the action he takes.

#### 2. Settlement of disputes—

Oftentimes questions are raised by shippers as to quality, price, shortages, etc., which are embarrassing to wholesalers. With a unified association on hand a wholesaler can state the

facts and feel confident that an unbiased organization will reach an equitable and proper decision.

#### 3. Advertising—

A campaign to help get rid of the goods by increasing the demand for fish on the part of the public.

#### Advantages to the Retailer

1. Sales promotion helps—Window streamers, timely recipes and cooking hints, tie-ups with other products. In short, a planned promotion campaign to increase the consumption of fish in New York.

#### 2. Publicity.

This type of association is the best source of newspaper and magazine publicity. We are in a position to secure helpful publicity and consumer education at no cost if we are strong enough to warrant confidence.

3. A clearing house for disputes, credits, and discussion for the good of the industry.

4. Paid advertising space to help move his goods.

#### The Association Will Be Managed by the Industry

Naturally it is of interest to all to know what the plans are for the management of the combined association. It is proposed that the Board of Directors be made up of the officers plus the following:

1. Representatives elected by each of the producers' associations in this area.

2. Representatives elected by Fulton Market.

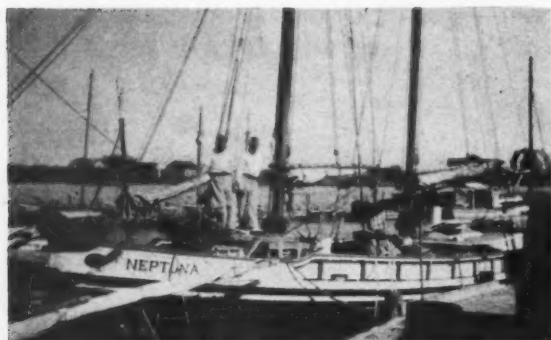
3. Representatives elected by the oyster industry.

4. Representatives elected by the fresh water fish industry.

5. Representatives elected by the dealers on the west side of South Street.

6. Representatives elected by the cold storage plants.

This board will not have more than fifteen members which makes for a small compact group, equally divided among producers and distributors. This board will manage the business, while the officers will take active charge of the business of the Association.



The snapper boat "Neptuna," built by Capt. G. T. Nelson and his sons in Corpus Christi, Texas. On board are Mr. Powell of the Lone Star Fish & Oyster Co., Port Isabel, Texas, and Jim Loverbeck of the San Antonio Machine & Supply Co., Harlingen branch, Pettit paint distributors for this section. Photo taken by F. D. Pettit at Burnell Fish Company's dock at Port Isabel.

## Mississippi Coast Yields New Variety Shrimp

**D**ISCOVERY of a new variety of shrimp, different from those packed at the canning factories along the Mississippi coast, growing at a depth of 300 feet some 100 miles South of Mobile, was made by the U. S. Bureau of Fisheries boat *Pelican*.

This new shrimp, when cooked, showed a very strong iodine content. But whether or not the shrimp will prove of commercial value remains to be determined.

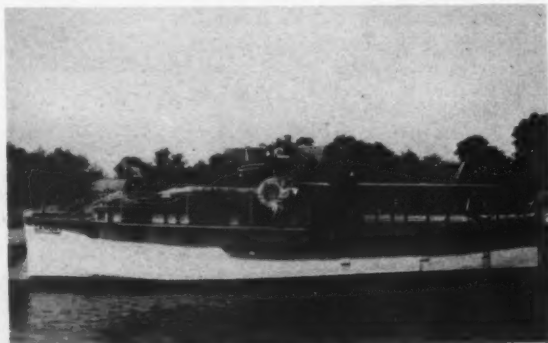
The *Pelican* has a crew of eight men engaged in the shrimp and fish survey. Among the work done is the taking of soundings to learn the salinity of the water and temperature at different depths, the character of the bottom of the ocean. Nets are dragged at specified depths for a period of half an hour, then records made of the various catches. Re-check work at different seasons at the same places are made later.

### All Oyster Shipments to be Tagged

Commercial oyster fishermen and dealers in fresh oysters in Louisiana have been advised in a special bulletin that beginning March 1 all shell oysters coming to the market must be identified by a tag to show the bedding grounds and areas from which they were taken.

The U. S. Public Health Service and the State Department of Health are co-operating in this work, the purpose of which is to enable the health authorities to trace any oysters to the beds on which they were grown.

Oystermen are urged to order sufficient tags to put a tag on each sack until the end of the season. All shipments of oysters after March 1 without tags will be stopped.



Party boat "Canuk," Capt. R. J. Stevens, Tarpon Springs, Fla. She is 49 x 12½ x 2 and powered with a 150 hp. Sterling engine.

## St. Augustine Boats Now in Louisiana

**A**BOUT half of the St. Augustine boats are now in Louisiana waters, and are reported to be having good luck.

Fred Hansen's *Grace* and *Sonny Boy* are there, and the *Mary* will follow as soon as her new 60 hp. Atlas Imperial Diesel engine is installed. All of Mr. Hansen's three boats will now be powered with Atlas engines.

### Superior Diesels for "Old Glory" and "Santa Maria"

A 60 hp. Superior Diesel has been installed in the *Old Glory*, belonging to A. Poli. A 100 hp. engine of the same make has been installed in his *Santa Maria*.

### New Boats

The New Augustine Boat Building and Repair Shop have just completed a 45 foot boat for Captain Salvatore Ursino. The boat will be powered with a 60 horsepower International Harvester Diesel. They are now busy on a 46 foot boat for Captain John Fazio. Both these boats will be fitted with Tobin bronze propeller shafts.

### Fishing Boats Caught on Bar

Conditions have been very unfavorable for fishing here. It has been stormy a great deal of the time, and the shrimp are very scarce. The bar is worse than ever. Vessaggi's boat *Fortuna*, one of the largest in the local fleet, hit the bar while going out, and had to be driven ashore, in order to keep her from sinking. The machinery was saved. In the same storm, Salvatore's *Novelty* was left riding to an anchor off the bar, abandoned by her crew. She remained there three days, and was rescued by a coast guard cutter from Savannah.

### Marine Studios Open

The Marine Studios, on the ocean shore, 18 miles south of St. Augustine is now open for inspection. They now have a live porpoise, a large shark, and the only baby sharks born in captivity, besides many smaller fish. Their boat, *Porpoise*, as well as two large sea skiffs, *Seal* and *Penguin*, are now operating successfully.

### Tampa

Buster Mirabella, manager of the Mirabella Fish Co., has made several changes at his wholesale fish plant which is now equipped with all modern and up-to-date ideas. He also operates his own ice plant and expects to have a sea food grill. The Mirabella Company is located in a fine location, and the sea products used are received at the company's docks, caught by their own fleet.

The building is 60 x 120, equipped with overhead carriers, special display cases and is considered one of the outstanding establishments on the West coast of Florida.

Three trucks are operated transporting fish to Fulton Market, Georgia, Tennessee and the interior. The retail department is located at stall No. 2, City Markets.

Salvatore Mirabella has charge of the shipping, while Buster and his father attend to the Tampa trade.

### Trader Equipped with Bolinders

Capt. E. Coe, formerly of the *Racer*, is now in charge of the *Adelphia* of Roatan Island, Spanish Honduras. The *Adelphia* is 81 x 14 x 7 and is equipped with a 70 hp. Bolinders Diesel.

### Clearwater

Capt. L. C. Stoutamire has just had his party charter boat *Kathleen* overhauled and will operate from Brumby's Marine Ways again this season. The Captain has been located here for some 16 years.

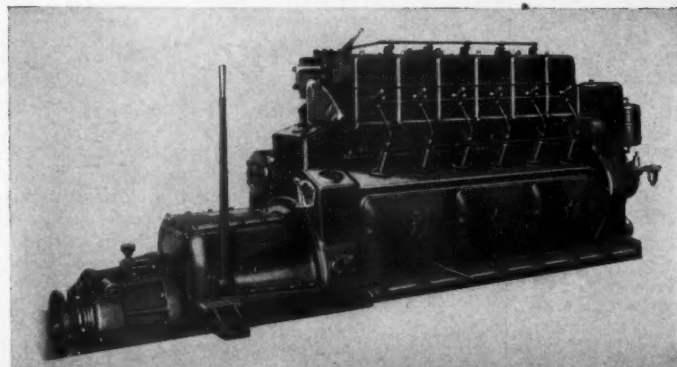
### John's Pass

The *Sumerod II* is now operating from Fred's Fishing Camp at John's Pass, Fla. Fred Marsh has a good location and carries a full line of tackle and bait for the sport fishermen. The *Sumerod II* is a deep sea fishing boat and specializes in Gulf fishing.



## F-M DIESEL CASE HISTORIES

# THEY GIVE 'EM THE GUN on the Fishing Banks



**FAIRBANKS MORSE**  
Diesels

DIESEL ENGINES  
PUMPS  
ELECTRICAL MACHINERY  
FAIRBANKS SCALES  
RAILROAD EQUIPMENT  
WATER SYSTEMS

REFRIGERATORS  
RADIOS  
WASHERS  
FARM EQUIPMENT  
STOKERS  
AIR CONDITIONERS



● The *Atlanta*, the *Frances & Marion*, and the *Mermaid* are operated out of Provincetown, Mass. All are propelled by Fairbanks-Morse Model 36 Marine Diesels. Propelling the boats to and from the fishing banks at top speed is the easiest job these Diesels do. At the fishing banks the boats tow nets, day after day, with the throttle wide open. That takes stamina!

Diesel power is more economical too. The Model 36 F-M Diesel in the *Atlanta*, for example, will pay for itself at present rate of saving in a little more than two years. This Diesel replaced gasoline engines.

Investigate the lower operating cost, wider cruising range, reduced fire hazard, and greater dependability of F-M Marine Diesels. Write Department 6, Fairbanks, Morse & Co. General Offices: Chicago. Branches with service stations in principal ports.

7369-QA27, 508

## Where to Ship

These companies are in the market for fish and shellfish.

### BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

### CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.  
H. Grund & Sons, 213 N. Union Ave.  
J. A. Klafin, 209 N. Union Ave.

### NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.  
Cape Cod Fish Co., Inc., 101 Fulton Market.  
Chesebro Bros. & Robbins, 1-2-3 Fulton Market.  
John Dais Co., Fulton Market.  
Eastern Commission Co., 19 Fulton Market.  
Lester & Toner, Inc., Fulton Fish Market.  
South Fish Co., 112-113 Fulton Market.  
Frank W. Wilkisson, Inc., 16 Fulton Market.

### PHILADELPHIA, PA.

Millers Snapper Yard, 1520 E. Montgomery Ave. (Live Snapping Turtles).  
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

## FIFTY YEARS OF STERLING PERFORMANCE

Ability, Character and the Reputation for Progressive Merchandising have made

**CHESEBRO BROTHERS & ROBBINS**

the Largest Single Outlet for Fish  
in America.

**PUT THIS POWERFUL SELLING  
FORCE TO WORK FOR YOU**

**Chesebro Brothers & Robbins**  
Incorporated

1-2-3 Fulton Market

New York City



**P**ettit's Marine Paints are especially made for you commercial fishermen. Close contact with your industry for many years has taught us your problems.

Pettit's Marine Paints are formulated to overcome your paint troubles. They are dependable, durable and economical because there is a full measure of Practical Experience in every can.

*If your dealer can't supply you, write us direct*

**PETTIT PAINT COMPANY, INC.**  
507-519 Main St. Belleville, N.J.

*"We have covered the waterfront since 1861"*

**PAINT PETTIT** and see what Service means

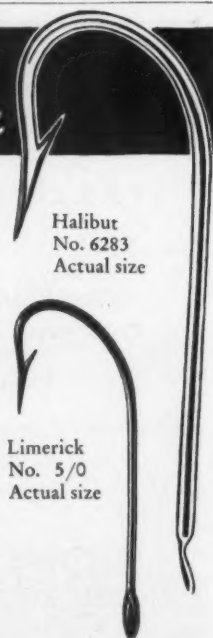
## Better Fares in Less Time

**H**OMEWARD bound in shorter time and with a better fare is an old story on boats that have their gear rigged with genuine Mustad Key Brand Fish Hooks. They hook more fish and hold better. Because their points stay sharper and they don't break or straighten out for heavy fish.

Best improved patterns, and every style and size. Made of the world's best fish hook steel, developed by generations of leadership in hook making, by the world's largest hook manufacturer. Fit out with Mustad Hooks, for better catches. Be sure to ask for them by name—MUSTAD.

Halibut  
No. 6283  
Actual size

Limerick  
No. 5/0  
Actual size



Agents: Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

**MUSTAD**  
Key Brand FISH HOOKS

O. MUSTAD & SON (EST. 1832) OSLO, NORWAY



## New York Wholesale Prices at Fulton Fish Market

By J. H. Matthews

Species	Feb. 1-5	Feb. 7-12	Feb. 14-19	Feb. 21-28
Bluefish	.12½-.30	.11-.30	.14-.19	.08-.35
Butterfish	.05-.14	.04-.10	.02½-.08	.02½-.08
Codfish, mkt.	.05-.06	.05-.06	.04½-.06	.04½-.06
Codfish, fillets	.12-.14	.12-.14	.12-.14	.12-.14
Codfish, steak	.06-.10	.07-.10	.06-.10	.07-.10
Croakers	.04-.06	.02-.05	.04-.06	.05-.06
Eels	.08-.18	.08-.18	.08-.18	.08-.18
Flounders	.04-.10	.04-.10	.04-.08	.04-.10
Fluke	.10-.12	.10-.12½	.10-.12½	.08-.12½
Grouper	.05-.06	.06-.07	.05-.06	.05-.06
Haddock	.06-.08	.06-.08	.05-.08	.05-.07
Haddock, fillets	.12-.14	.12-.14	.12-.14	.12-.14
Hake	.03-.04	.03-.05	.03-.05	.03-.05
Halibut	.28-.35	.30-.35	.12-.40	.28-.32
Herring	.03-.04	.03-.04	.04-.05	.04-.05
Kingfish	.06-.15	.08-.15	.08-.20	.04-.12½
King mackerel	.07-.09	.08-.20	.10-.12	.11-.14
Mackerel	.09-.11	.09-.18	.07-.09	.07-.09
Mullet	.06-.10	.06-.10	.05-.06	.06-.10
Pollock	.04-.06	.05-.06	.05-.06	.05-.06
Pompano	.15-.40	.25-.45	.40-.45	.35-.50
Red snapper	.12½-.18	.12-.15	.11-.14	.11-.14
Salmon, Pacific	.30-.33	.33-.35	.16-.35	.16-.18
Scup (porgies)	.05-.06	.05-.06	.05-.06	.05-.07
Sea bass	.05-.10	.06-.12½	.08-.14	.08-.12½
Sea trout	.15-.22	.12½-.22	.15-.22	.14-.22
Shad	.12-.40	.12-.33	.12-.35	.14-.38
Sheepshead	.08-.10	.08-.10	.07-.10	.05-.07
Smelts	.06-.18	.06-.20	.06-.20	.05-.20
Sole, grey	.06-.10	.07-.10	.06-.10	.07-.10
Sole, lemon	.09-.11	.10-.12½	.11-.14	.11-.12½
Striped bass	.14-.18	.15-.20	.15-.20	.15-.20
Sturgeon	.20-.22	.20-.25	.20-.25	.20-.25
Swordfish	.11-.14	.12½-.14	.12½-.14	.12½-.14
Tautog	.07-.08	.07-.08	.07-.08	.07-.08
Tilefish	.05-.06	.05-.06	.05-.07	.05-.06
Tomcod	.04-.08	.04-.06	.04-.06	.05-.06
Weakfish	.10-.16	.10-.18	.12-.20	.12½-.18
Whitebait	.08-.14	.08-.10	.08-.12	.08-.12½
White perch	.04-.14	.04-.14	.04-.14	.04-.12½
Whiting	.04-.05	.04-.05	.04-.05	.04-.05
Clams, hard	1.25-1.50	1.25-1.50	1.00-1.25	1.00-1.75
Clams, soft	1.00-1.75	1.00-1.25	1.00-1.25	1.00-1.75
Crabs, hard	1.50-2.00	1.50-2.00	1.50-2.00	1.50-2.00
Frogs legs	.40-.80	.40-.70	.40-.70	.40-.70
Crab meat	.40-.90	.35-.90	.30-.75	.30-.55
Lobsters	.28-.40	.30-.40	.30-.44	.32-.45
Lobster meat	.50-.60	.50-.70	.50-.70	.60-.70
Langouste	.35-.40	.35-.50	.45-.55	.50-.55
Oyster crabs	.85-1.00	.85-.90	.60-.90	.70-.80
Scallops, sea	1.50-1.60	1.40-1.60	1.40-1.60	1.55-1.75
Scallops, bay	2.00-5.00	2.50-5.00	2.50-5.00	2.50-1.75
Shrimp	.10-.26	.10-.26	.10-.18	.10-.22
Squid	.06-.08	.06-.08	.06-.08	.06-.08

### Advises Use of Fishery Service Bureau

Distant fishermen are still reported to be getting swindled by irresponsible credit concerns which solicit business in collecting accounts for fishermen and fail to make returns. Fishermen are advised by J. H. Matthews, of the Fishery Service Bureau which was organized last year and is sponsored by the Middle Atlantic Fisheries Association, that this organization is set up to adequately handle all such matters connected with the fresh-water market. They will gladly take care of any collection, and if court action is necessary, will turn the affair over to a reputable concern.

## Market News Service

**T**HE Division of Fishery Industries, Market News Service, 33A Fulton St., New York, N. Y., is now issuing reports daily, except Sundays and holidays, which are available free to interested parties.

These market news reports cover only fresh and frozen fishery products unless otherwise specified. In other words; cured, canned, or otherwise preserved fishery products are not included unless specifically indicated.

For the purposes of these reports, New York City, unless otherwise stated, includes the area supervised by the Port of New York Authority. In general, this includes the five boroughs of New York City and an area along the New Jersey shore of the Hudson river opposite Manhattan.

### Rail and Express Arrivals

This section is prepared from reports received from the terminal agents of the various railroads and express companies bringing fishery products into New York City. These reports are received by telephone daily and cover the activities of the carriers for the 24-hour period ending at 8 a. m. each morning, or in the case of Sundays and holidays, the period since the last report. Carloads are listed according to the number of cars arriving, and less than carload (L.C.L.) lots are listed by number and type of package. All shipments received show the State or Province from which they were billed; however in some cases shipments may include fish originally landed in another State.

### Coastwise Vessel Receipts

This section is prepared by much the same procedure as "rail and express arrivals", the information being obtained from the freight agents of coastwise steamship companies bringing fishery products into New York.

### Landings by Fishing Craft

This section shows the catch of fishing vessels and boats landing at Fulton Market. The landings are "hailing fares", an estimate of the weight of the catch by the captain before the fare is weighed out. The "landings" used in "receipts on salt-water market" are the "weighed out" fares reported by dealers.

### Imports Entered at New York City

This section includes imports of fishery commodities from foreign countries and is obtained in the Custom House at New York City from the ships' manifests. If these manifests show fishery commodities listed for discharge at nearby Atlantic ports, these items are included with a supplementary statement such as "Due Boston," etc.

### Boston, Mass.

This section is prepared from information received each morning by telegram from a Bureau of Fisheries agent stationed at the Boston Fish Pier. The landings are "hailing fares" and the prices are those received by the fishing vessel.

### Fresh-Water Market (Peck Slip)

Estimated receipts are determined from rail, freight, express and truck reports and conferences with dealers.

Supply, demand, market and prices are obtained by consulting dealers each morning and obtaining prices based on actual sales. Only sales by original receivers are considered and then only in the usual market quantities; unless otherwise noted, prices are for stocks of good merchantable quality.

### Salt-Water Market

Receipts are compiled daily from the records of direct receipts of fresh and frozen fishery products furnished by the original receivers in New York City. The "landings" by fishing craft shown in this section are "weighed-out fares" and not the "hailing fares" shown on the previous day. This section does not take into consideration local cold storage movement or imports entered at New York City.

### Cold Storage Movement and Holdings

This section is compiled from reports obtained daily from cold storage warehouses in New York City. Firms having cold storage rooms in which they store for their own use only, or whose product seldom re-enters the market, are not included.



## THE BEST SELLING ENGINE AT THE MOTOR BOAT SHOW

The new Palmer Big Huskie, a sturdy, compact, medium speed, all marine built (not a conversion) engine, must have met a long felt want. Purchases of the Big Huskie at the Motor Boat Show, where it appeared for the first time, were greater than that of any other single model in the line. It is the ideal engine for tenders, small cruisers and fishing boats and auxiliary power. *Send for literature.*

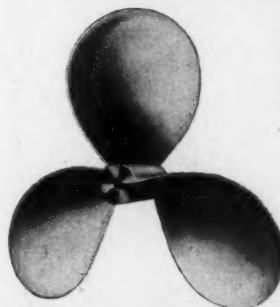
**25 H. P. AT 1800 R. P. M. \$410**  
(with starter and generator \$460)

**PALMER BROS. ENGINES, Inc., Cos Cob, Conn.**  
EXPORT OFFICES: 44 Whitehall Street, New York  
Other Palmer Engines 2 to 150 H. P.

## PALMER ENGINES

*They stand the wear and tear of hard service*

## COLUMBIAN



## BRONZE OR MONEL PROPELLERS and MARINE FITTINGS

Propellers that give maximum speed with more miles per gallon—dependable fittings designed and made for long service. They are most practical for work boats.

Columbians are made in all sizes and styles—complete data available from Columbian engineers.



Bronze Rotary Circulating Pump.



Straight split couplings. At right—Visible Intake Water Strainer.



### NEW—COLUMBIAN ALL-ELECTRIC CLOSET

For the first time a high grade, push button operated toilet at a popular price. 6V battery size, \$95.00 complete with pump. Other sizes furnished.

*Complete Catalog Free—Write for it*

**THE COLUMBIAN BRONZE CORP.**

217 N. Main St., Freeport, L. I., N. Y.



## DEPENDABLE

Since the year the New Bedford Cordage Company was founded—1842—we have devoted all our time and energy to producing just one product: dependable, first-quality rope. Generation after generation of skilled workmen, well aware of the requirements of fishermen, have built into New Bedford Manila rope those factors that are so all-important to the fishing industry: durability, toughness, water resistance, and uniformity. "You Can Depend on New Bedford Manila" is no catchphrase; it is the foundation on which our Company was built.



## New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.  
 Boston: 10 High St. Chicago: 230 W. Huron St.  
 Mills: New Bedford, Mass.



"This year,  
 let's put in a  
 SHIPMATE"

Follow the lead of the big fellows!

In 1937 every steel trawler built on the Atlantic Coast was SHIPMATE equipped. No further proof should be required that SHIPMATE is the fisherman's range.

STAMFORD FOUNDRY COMPANY  
 STAMFORD, CONN.



In the laboratory of the General Communication Company, Boston, Mass. T. Mitchell Hastings, Jr., President, and Francis W. Dane, Inventor, checking a Dane radio direction finder.

## Dane Direction Finder Now Handled by General Communication Co.

**G**ENERAL Communication Company, 677 Beacon St., Boston, has acquired the full rights for manufacturing and selling the Dane Direction Finder. Francis W. Dane, formerly connected with E. S. Ritchie & Sons Co., who is responsible for the development of the Dane Finder, has joined the firm as chief engineer.

The General Communication Company is engaged in all types of radio and electronic engineering work, and is well equipped to handle production of the Dane Finder. Officers are T. M. Hastings, President; David Ames, Sales Manager, and Everett P. Gordon, General Manager.

The Company has designed a new model known as the Dane Direction Finder No. 7. This new model, which has the same basic principles as previous ones, has many mechanical improvements and is said to be more accurate, sensitive and dependable.

Among the improvements are a special repeating pelorus indicator, glass covered, and indirectly illuminated; a new waterproof tuning dial directly calibrated in kilocycles and indirectly lighted; a cathode-ray bearing indicator, more commonly known as "the magic eye", which enables a precise determination of null points; and an improved waterproof loop construction and loop contact rings having chrome surfaces.

The model No. 7 direction finder has been simplified so that there are but three controls. It can be operated directly from any ship lighting system.

One of the new models was recently installed on the schooner "Joffre", owned by Capt. Simon P. Theriault.

## Bromfield, Stover Distributor

**B**ROMFIELD Manufacturing Co., Inc., 211 Northern Ave., Boston, has been appointed New England distributor for Stover Diesel engines, made by Stover Mfg. & Engine Co., Freeport, Ill. A large stock of models, as well as a complete stock of parts will be carried.

The Stover engines are available in 5, 7½, 10 and 15 hp. units from 800 to 1200 rpm., with hand or electric starting. They are of the four stroke cycle, airless injection type, and are equipped with Bosch fuel injection system. They can be furnished with attached auxiliaries, if desired.

Dealer franchises throughout New England are available from the Bromfield Mfg. Co.

### Boston Fish Pier Landings for February

(Hailing fares. Figure after name indicates number of trips)

Adventure (2)	153,000	Killarney (1)	52,000
American (2)	128,000	Kingfisher (2)	236,000
Amherst (2)	257,000	Kittiwake (1)	117,000
Andover (3)	174,500	Lark (2)	142,000
Andrew & Rosalie (2)	40,000	Laura Goulart (2)	108,000
Annapolis (2)	291,000	Loon (2)	254,000
Arlington (3)	465,000	Maine (2)	276,000
Atlantic (1)	110,000	Mary E. O'Hara (2)	124,000
Boston (2)	154,000	Neptune (2)	232,500
Brant (2)	236,000	Newton (2)	313,000
Brookline (3)	396,000	Notre Dame (2)	328,000
Comber (3)	300,000	Ocean (2)	264,000
Coot (3)	537,500	Penguin (3)	394,000
Cormorant (2)	256,000	Plover (2)	293,000
Cornell (2)	220,000	Plymouth (2)	214,000
Curlew (2)	216,000	Pollyanna (1)	52,000
Dartmouth (2)	262,000	Princeton (2)	202,000
Delaware (3)	462,000	Quincy (3)	314,000
Donald Amirault (2)	161,600	Rainbow (2)	88,000
Dorchester (3)	285,000	Rhodora (1)	65,000
Ebb (3)	424,000	Ripple (2)	242,000
Edith L. Boudreau (3)	139,500	Saturn (3)	384,000
Elk (2)	93,000	Sea (2)	250,000
Exeter (3)	453,000	Shamrock (2)	136,000
Fabia (3)	309,000	Shawmut (4)	489,000
Flow (2)	382,000	Spray (2)	358,500
Foam (3)	425,000	Storm (2)	243,000
Fordham (2)	242,000	Surf (2)	404,000
Gale (1)	189,000	Swell (1)	188,000
Gemma (1)	85,000	Teal (2)	206,000
Georgetown (3)	377,000	Thomas Whalen (3)	375,000
Geraldine & Phyllis (2)	111,800	Tide (2)	226,000
Gertrude de Costa (1)	43,500	Trimount (2)	209,000
Gertrude Parker (3)	249,000	Triton (2)	291,000
Gossoon (3)	262,000	Vagabond (2)	67,000
Grand Marshall (1)	40,000	Vandal (3)	147,500
Harvard (2)	211,000	Venture II (3)	238,500
Hekla (2)	183,000	Villanova (2)	280,000
Helen M. (2)	71,000	West Point (2)	330,000
Heron (3)	422,000	Whitecap (3)	427,000
Holy Cross (2)	350,000	Wm. J. O'Brien (2)	215,000
Illinois (2)	295,000	Wm. L. Putnam (3)	218,000
Imperator (2)	100,000	Winchester (2)	336,000
Isabelle Parker (2)	109,000	Winthrop (3)	356,000
Jeanne d'Arc (4)	484,000	Yale (1)	122,000
		Yankee (3)	318,500

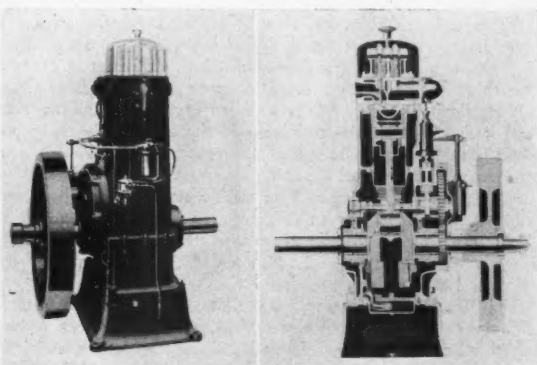
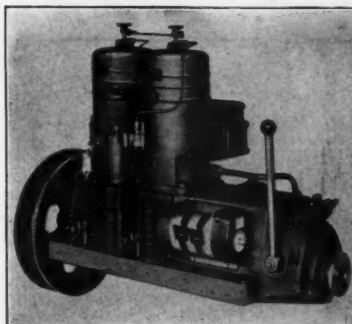


Illustration of Stover Diesel engine which is available in 5, 7½, 10 and 15 hp. units from 800 to 1200 rpm., with hand or electric starting. At right is cross section view showing interior construction. These engines are now distributed by Bromfield Mfg. Co., Boston.

## BOLINDERS DIESEL ENGINES

### THIS ENGINE DRIVES 42 to 48 FOOT HEAVY FISHING BOATS 8 to 10 Miles Per Hour!

You know it takes real power to drive heavy hulls with their 2½ inch planking, rugged keels, stout ribs and all their fishing gear. No dinky little put-put can do that job for very long. It takes a rugged engine that'll swing the proper wheel.



50 hp. W-7.

If you have a husky boat don't make a mistake on power for her. Put in one of these medium speed Bolinders and keep on the go for years. Fuel savings will soon pay the difference between a Bolinders and the other kind. Write today or, better, call at our showroom and see the actual engine you can have.

BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.

## The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

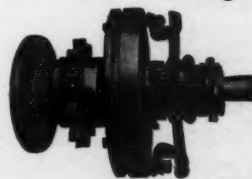
Sales Offices:

New York      Boston      Gloucester      Baltimore  
Chicago      San Francisco

## KINNEY HAULING CLUTCH

for trawling gear on the

SMALL BOAT




Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

# KINNEY

MFG. CO.  
3541 Washington St.  
BOSTON



**FISH TO MARKET—  
SAFELY, QUICKLY**

DON'T risk your ship and your perishable cargo for the lack of efficient navigating instruments. The **BLUDWORTH DIRECTION FINDER** brings you home safely and quickly. Saves precious hours every trip.

Fisherman model operates on a 6-volt storage battery, with facilities for charging from the ship's lighting system. Guaranteed against failure and need for servicing.

Write for complete information to suit your vessel or fleet. **BLUDWORTH, INC.**, 79 Fifth Avenue, New York.

**BLUDWORTH DIRECTION FINDER**



**FROST BRAND  
"SUPERIOR"  
OIL CLOTHING**

A first quality garment made to meet the requirements and approval of the fishermen.

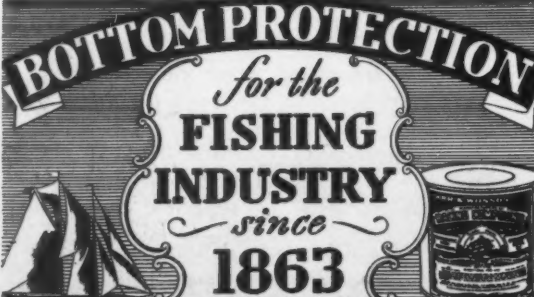
*Manufactured by*

**D. O. FROST CORPORATION**  
Factory and Office, 5-7-9-11 Wharf St.  
**GLOUCESTER - - - MASS.**

**Hathaway Machinery Co.**

**Original  
Flax Packed  
STERN BEARINGS**

**New Bedford, Mass.**



**BOTTOM PROTECTION**  
*for the*  
**FISHING  
INDUSTRY**  
*since*  
**1863**

**TARR & WONSON'S**  
COPPER BOTTOM PAINT

## Vineyard

### Fishermen Against Proposed Law Regarding Net Fishing Near Shore

By J. C. Allen

THE tops'ls of March show on the skyline at this writing and the Winter has gone to looward, insofar as the calendar and almanacs have anything to do with it. The scare about falling markets and the glut of fish in the larger ports seems to have petered out to a considerable extent, all hands having tumbled at last to the drop in the price of meat and arrived at a degree of understanding.

February has been a pretty darned good month in most respects. The gang has fished without any particular interruption right through, night and day, governed only by the spotty demand.

Blackbacks, as hoisted out at the local fish-piers, have run to unusually large sizes and have sold at sole prices right along. They have not run as heavily as the yellowtails by any manner or means, which is a source of disappointment to the sea-skimmers, but they have added much to sweeten the general pot. The yellowtails themselves have run heavy everywhere and all hands have taken them by the deck-load.

#### Good Run of Cod

Other varieties of sea-food in the raw which commonly come to the nets of our floating population include the sacred cod, haddock, hake, cusk, pollock and sculpins, the last of which is not usually quoted, as all hands know. But the run of cod, taken by the smaller boats, is much better than that of several recent years. Prices on cod, taken locally, are better right on the home-port pier than anywhere else.

#### Sea-Scallops Plentiful

The sea-scallopers have struck plenty of luck on the grounds but not so much in port. They have a lot to say about the causes, but it seems quite evident that the same cause for the drop in fish prices has also affected the sea-scallops. Anyway, they are down, which is regarded as an unusual misfortune, the catch hailed by local boats hitting a figure in bulk far above the average. Sea scallops are rapidly becoming one of the most popular foods that come from the sea, probably because the inland folks aren't afraid of bones.

#### Would Prohibit Use of Nets Within Half Mile of Shore

There is plenty of talk, although not enough, about the new proposed law that is now before the Legislature of this State, which would prohibit the setting of fish nets within half a mile of shore. Designed by those who support sport-fishing, to protect the bluefish and striped bass from commercial fishermen, the bill appears too cussed broad to do any good and contains more than a mere threat to a good-paying business.

From a local point of view it seems as if the seining of bluefish must have attracted the attention of the sport fishermen and inspired the framing of this bill. It is not in evidence that there has been any great amount of seining done or that it was particularly profitable, that is to say, within recent years. And it is more than possible that if the bill simply designated seining, there would be no great squawk. But "nets" mean otter-trawls, traps and what-have-you, and it seems like too cussed much. Here at the Vineyard our trap-fishing is a small industry and doesn't mean so much. But if Provincetown has to shorten down on their gear or shift it off-shore, how are those lads going to like it? Not a damned bit, if we are any judge and who can blame them?

The Wheelhouse Loafer who pilots this column is not familiar with all aspects of the fishing industry in every section, but the number of bluefish and striped bass taken either in otter-trawls or traps in these latitudes, wouldn't make chowder for a Sunday School picnic on a rainy day and certainly couldn't affect the supply. Perhaps the thing will be chucked over the side or something before this article ever appears in print. If it isn't, it ought to be, or at least, it should be modified.



## New Brunswick Sends Two Trade Envoys To Investigate New Fish Markets

By C. A. Dixon

**T**HROUGH the instigation of the Grand Manan Smoked Herring Marketing Board, the New Brunswick Government, of which Hon. A. A. Dysart is the premier, has sent to the Caribbean countries two special trade envoys, Foster G. Calder, M.L.A., of Deer Island and Scott D. Guptill, former M.L.A., and manager of the Grand Manan Marketing Board, in search of additional markets for all kinds of fish produced in the province and the further extension of existing markets already contacted in the West Indies, and South America. Mr. Calder and Mr. Guptill left New Brunswick the middle of February and will be absent from home for about eight weeks according to plans laid before their departure. It is confidently predicted that their trade mission in the South will be successful and that the possible increased outlet for New Brunswick fishery products will result in greatly increased prosperity for fishermen and dealers of the province.

Doubtless new reciprocal agreements between Canada and the Caribbean countries will result from the work being done by the New Brunswick trade representatives. Fishermen are looking forward to 1938 as a season of promise due to the potential markets now being investigated and should their hopes be realized, the coming Summer will witness increased activity all along the line with a much heavier outlay in boats and fishing equipment. It is expected that a full report of the trade representatives will be available some time in April before the fishing season opens in earnest in many places in New Brunswick.

### Smoked Fish Sales Good

Grand Manan smoked herring producers and dealers have been enjoying brisk sales of smoked fish in 18-lb. boxes and even before half of February had passed over 37,000 boxes had been marketed according to an unofficial report, with activity in the shipping line on the increase afterward. Under the New Brunswick Marketing Act the price for the fish is set by the local marketing board and there is no such thing as cut-throat price cutting among fishermen and dealers as used to prevail before the Act came into force. Consequently everyone engaged in the industry reaps the benefit of controlled marketing and the industry, which had become demoralized prior to the new legislation, is once more facing better times.

### Heavy Production of Pollock

The dried pollock production of Campobello for the year 1937 was unusually heavy, except for the month of October, but despite that fact the ATLANTIC FISHERMAN representative had received information from Wilson's Beach, the chief line fishing port of Southern New Brunswick, that stocks of salt dried fish are about all cleaned up and have been marketed at a profit. Jackson Bros. have been very successful with their increased drying facilities and have put a lot of fish through their dryers ever since early last Summer. They are now shipping fish each week and expect to increase their business in 1938.

### Fishing Communities to Get Electricity

The fishing communities of Deer Island, N. B., are to be provided with electric light and energy by the New Brunswick Electric Power Commission, a publicly owned utility organization, if present plans materialize. The Commission is ready to extend its hydro-electric lines across L'Etete Passage, which separates the island from the mainland shores, if 250 subscribers can be obtained. Already over 200 have signed the contract cards and there seems to be no doubt that the remainder will be forthcoming. When power becomes available at reasonable rates there is promise of increased activity in the fish canning business with the probable result that more varied markets will be made available to local fishermen. Things look bright for Deer Island.

*Red Wing*

THE MOTOR WITH  
POWER TO SPARE

20 gasoline sizes, 4-125  
H.P., Red Wing Wauke-  
sha Hesselman Fuel Oil,  
35-300 H.P., Full Diesel  
Types, 75-140 H.P.

**THOROBRED** ★

**HIAWATHA**  
HIGH POWERED SPEED  
52-85 H.P., 6 Cylinder  
Speeds to 3,000 r.p.m.



If you want speed, the Hiawatha is your logical choice. It features top notch quality with ample power for top performance even in cruiser and heavier boat service. Let us send you details and prices. **DISTRIBUTORS:—**  
W. H. MORETON CORP., 1043 Commonwealth Ave., Boston  
**RED WING MOTOR COMPANY, Red Wing, Minn.**

## JOHN G. ALDEN

Naval Architect  
Marine Engineer

Specializing in

**TRAWLERS, OYSTER DREDGERS  
TANKERS, TOW BOATS, ETC.**

131 State St.

Boston

**CROWN CAN CO.**

**PHILADELPHIA, PA.**

*Independent and Helpful—*

DIVISION OF CROWN CORK AND SEAL COMPANY

## ICE BROKEN INTO THIN FLAKES

which will fit in between, and without large chunks, which might crush the fish, or slush which makes waste and muss, is produced by

### THE CREASEY ICE BREAKER

because of its interchangeable combs and adjustable front plate.



**GIFFORD-WOOD CO. HUDSON, NEW YORK**

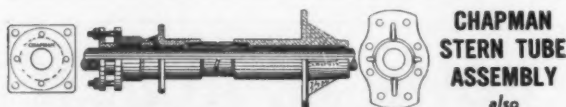
When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market  
FOR BEST RESULTS SHIP TO  
**R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years  
17 Administration Building Fish Pier, Boston, Mass.

**SHERMAN B. RUTH, Inc.**  
SHIP CHANDLER

Complete Line of Fishermen's Supplies Including  
WALL ROPE PFLUEGER HOOKS  
HENDERSON & JOHNSON PAINTS  
UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times  
Steamboat Wharf Gloucester, Mass.



**STUFFING BOXES AND STERN BEARINGS  
CHAPMAN PRODUCTS**

166 THAMES ST. 52nd Year of Service NEWPORT, R. I.

Let Us Design—Build or Repair Your Boats  
Low Prices Good Work  
Railways—Lycoming Engine Distributors  
Supplies

**PORTLAND YACHT SERVICE**  
SO. PORTLAND MAINE

**MARINE BARGAINS**

60 ft. x 20 x 5 ft. 6 fish boat, new 1930, 75 hp. Fairbanks-Morse oil engine, try \$5,500. 42 ft. x 11 ft. aux. wet well lobster smack, twin gas screw, \$1700. 70 ft. x 16 ft. x 7 ft. freight or fish boat, 60 hp. oil rebuilt, good as new \$4,500, and many others. Friendships sloops all sizes—45 hp. Fairbanks-Morse oil model 34—\$900. 120 hp. Kahlenberg oil \$1,750. 45 hp. C.O., \$725. 60 hp. C.O.—\$850. 85 hp. Buda Diesel with reduction gear \$1,500. 65 hp. Kermath gas—\$350. 35 hp. Kermath \$300. 150 hp. Kermath—\$650 and many others. 1 pair Hyde propellers like new 38x38—3 fan \$80 pair—for one \$45. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

**FOR SALE**

Swordfishing boat *Mohawk*, 36 ft. Heavy construction. Built 1935. Excellent condition 60 hp. Buda gasoline engine. P. B. MacCready, 442 Temple St., New Haven, Conn.

**FOR SALE**

Two suits of sails from 98 ft. schooner yacht. Frank Upson, Sail Maker, New Haven, Conn.

**FOR SALE**

6 cylinder heavy duty Murray & Tregurtha marine engine, 6½" bore by 9" stroke, 120 hp. at 700 rpm. All equipment and 34" propeller. Air starting. Price \$450.

6 cylinder 225 hp. overhead valve Kermath, excellent condition, new bearings, rings. Price \$650. J. Frank Knorr, Inc., 528 N.W. 7th Ave., Miami, Fla.

**BOATS FOR SALE**

65 ft. *Amanda*, 100 hp. 20 Century good condition, well taken care of. Write John Santos, Box 309, St. Augustine, Florida.

32 ft. cabin cruiser 150 hp. Chrysler, 25 miles per hour, worthy sea boat, accommodations for four persons, well equipped, practically brand new, cost \$5,200, but can be bought for less than half. Write John Santos, Box 309, St. Augustine, Fla.

**Wolverine Sales**

**A** 150 hp. 6 cylinder 4 cycle Wolverine marine Diesel engine, 8½ in. x 12½ in., has been sold to the H. J. Lewis Oyster Co., Bridgeport, Conn., for installation in the oyster boat *C. D. Parmalee*.

A 4 cylinder, 50-60 hp. 2 cycle Wolverine oil engine has been sold to Costello and Reiter of Greenport, N. Y., for the boat *Annie G.*

**Z Pack at the Cannery Convention**

**Z** PACK Corporation displayed a line of Z processed quick-frozen foodstuffs at the time of the Cannery Convention in Chicago at the Drake Hotel.

A low temperature show case, furnished by Ottenheimer of Baltimore, contained the display of commercial packs put up by various producers.

The fish and seafoods line, comprising various kinds of fish fillets, individually wrapped in cellophane and packed in 5 lb. cartons; 12 oz. and 16 oz. cups with scallops; 10 oz. cups with oysters, were displayed by Harold E. Hamblen, Inc., New York, N. Y.

**Buda Represented in Ontario**

**T**HE Buda Company of Harvey, Illinois, announced the appointment of J. S. Innes, Ltd., corner of Bay and Yorkville Sts., Toronto, Ontario, Canada, as exclusive representatives in the Province of Ontario for the sale of Buda-Lanova "Silver Crown" Diesel engines, and Buda "Silver Crown" gasoline engines for marine use. A complete range of Buda-Lanova Diesel and gasoline engines for all types of industrial and automotive applications will also be available through this representative.

**Index to Advertisers**

John G. Alden .....	29
Atlas Imperial Diesel Engine Co. ....	16 and 17
Bludworth, Inc. ....	28
Bolinders Company, Inc. ....	27
Chapman Products .....	30
Chesebro Bros. & Robbins, Inc. ....	23
Columbian Bronze Corp. ....	25
Columbian Rope Co. ....	Front cover
The Cooper-Bessemer Corp. ....	Inside front cover
Crown Can Co. ....	29
The Electric Storage Battery Co. ....	3
Essomarine .....	19
Fairbanks, Morse & Co. ....	23
D. O. Frost Corp. ....	28
Gifford-Wood Co. ....	29
R. S. Hamilton Co. ....	30
Hathaway Machinery Co. ....	28
Hyde Windlass Co. ....	4
Kinney Manufacturing Co. ....	27
The Linen Thread Co., Inc. ....	27
O. Mustad & Son .....	24
National Net & Twine .....	4
The National Supply Co. ....	6
New Bedford Cordage Co. ....	26
Palmer Bros. Engines, Inc. ....	25
Pettit Paint Co., Inc. ....	24
Plymouth Cordage Co. ....	5
Portland Yacht Service .....	30
Red Wing Motor Co. ....	29
Sherman B. Ruth, Inc. ....	30
Shell Union Oil Corp. ....	Back cover
The Stamford Foundry Co. ....	26
Tarr & Wonson, Ltd. ....	28
Wall Rope Works, Inc. ....	Inside back cover
Wolverine Motor Works, Inc. ....	21

*We've built in*  
**RESISTANCE**



*.... and made it* **STICK!**

**W**HEN our fishing rope-gear is made so that it lasts longer under hard usage, we are bringing rope economy to fishermen.

In bad weather, in long net hauls, rope stretch must be controlled to resist the "heavy pull" . . . and with no breakage to lose the catch. **THAT'S** a matter of proper lay and size to suit the job.

When extreme heat, cold, wet or dry weather prevails, high *resistance* to kink, stretch, swelling and rot must be built into rope. Here again fibre quality, lubrication, lay and treatments should be based on a long experience in, and a thorough understanding of, the fisherman's problems.

Wall Manila Fishing Rope brings a simple answer to these problems. It is *furnished in the proper size and type to fit the exact purpose for which it is intended.* That's fair, isn't it?

Wall distributors and representatives everywhere have interesting, money saving information about "The right rope for every fishing purpose." They will be glad to explain it.

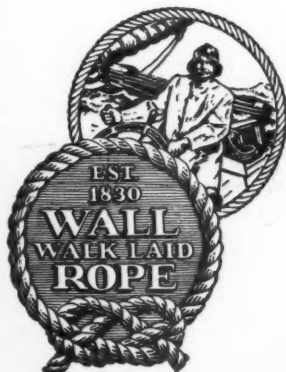
*Distributed and stocked in all fishing centers*

**WALL ROPE WORKS, Inc.**

48 South Street, New York.

Factory, Beverly, N. J.

*Boston Office: 102 BROAD STREET, BOSTON, MASS.*



*better fish* **WALL** *and be sure!*





## **Piston-ring replacements were costing this operator plenty till Shell stepped in . . .**

THE ROCKAWAY TRANSPORTATION CORPORATION of Brooklyn operates the Diesel-powered ferry, "Manhattan," between Sheepshead Bay and Far Rockaway.

Day after day, this ferry operates under the toughest of conditions. Periodical overhauls were showing it—piston rings invariably had to be renewed, general repair costs were mounting at an alarming rate.

Shell was called in to help solve the problem. A complete survey of operating conditions was made. Then, calling on their experience in lubricating marine Diesel engines, they made their recommendation—the correct grade of Shell Marine Argus Oil.

Let the Maintenance Manager, Fred W. Miller, tell the results: "Upon opening up the

engine last November, very little carbon was found, all rings were free and full floating, bearings and valve gear were in excellent condition with very little wear. This is the first season in which ring replacement has been unnecessary, and the piston rings were not stuck in their grooves."

This is typical of Shell's success in lubricating marine Diesels of every type—in fresh water or salt—East Coast, West Coast, Gulf, Great Lakes or inland waterways. Shell applies to your problem not only the finest lubricants being refined, but the resourcefulness born of long experience in the varied problems of marine lubrication. This "plus" in lubrication stands by to solve your problems. Simply phone or write your nearest Shell office.



# **SHELL MARINE LUBRICANTS**

